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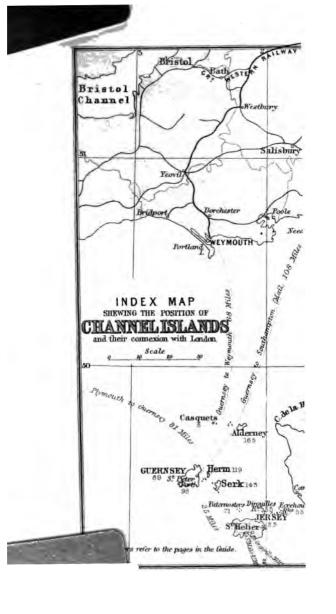
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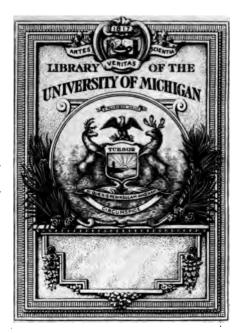
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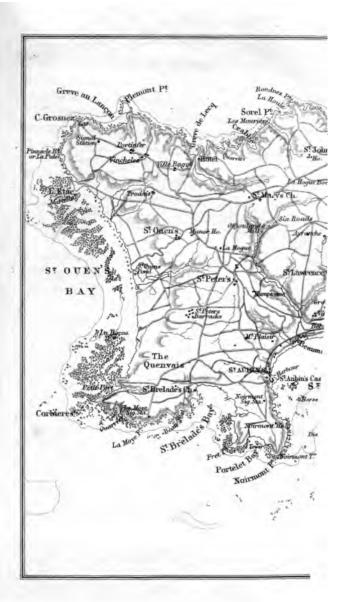


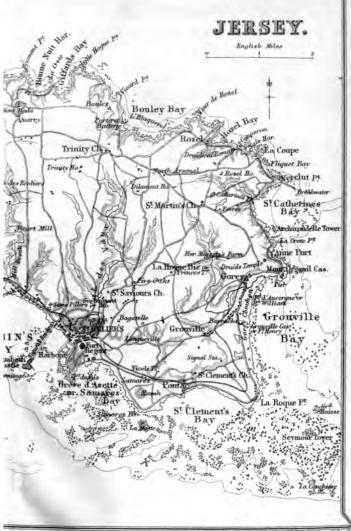


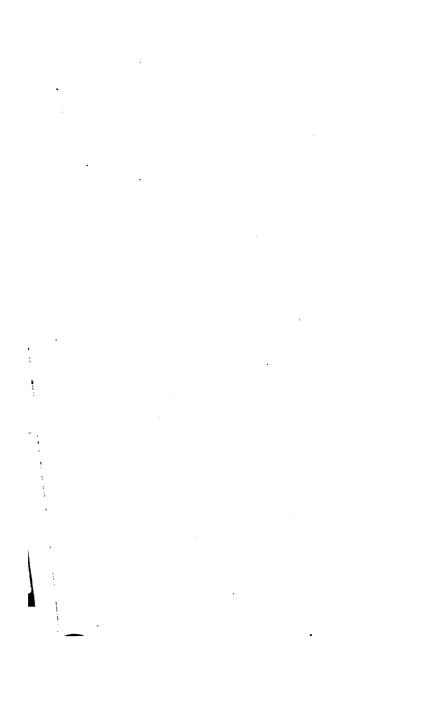


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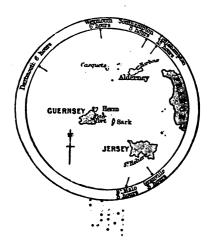
# BLACK'S GUIDE

TO THE

# CHANNEL ISLANDS

JERSEY, GUERNSEY, SARK, ALDERNEY,
AND ADJACENT ISLETS

TENTH EDITION



EDINBURGH
ADAM AND CHARLES BLACK
1885

The Editor will be glad to receive any notes or corrections from Tourists using this Guide-book. Communications to be addressed to the Publishers. Unchears, Library Units of Wostera Ordurio

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## PREFACE.

THE present Guide is in some respects an abstract of a larger volume published by the Editor and his friend, Dr. R. G. Latham, F.R.S. It is illustrated by some of the engravings in that volume, but contains maps prepared expressly for the Guide, and additional engravings, some from original sketches by Mr. Naftel, and some from photographs. It is intended more especially for the Tourist, and presents, in a condensed form, the outline facts most useful to those visitors of the Channel Islands who chiefly desire suggestive If further and more detailed acinformation. counts are required, they will be found in the larger work by the Editor already alluded to, or in the local island histories. Of these latter. Falle's History of Jersey, Duncan's History of Guernsey, and the more recent histories and historical notices by Mr. F. Tupper and Dr. Hoskins, are the most important.

D. T. ANSTED.

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## GENERAL DESCRIPTION.

THE groups of islands and rocks in the British Channel, chiefly belonging to England, and generally spoken of as "the Channel Islands," include (1) four principal islands, Jersey, Guernsey, Alderney, and Serk; (2) a few much smaller but inhabited islands, and (3) a number of rocks isolated and in groups. The whole form a belt parallel to part of the Normandy coast, trending southwards from Cape la Hogue to Mont St. Michel. The principal groups are south of one another, and lie in the following order as regards England:-Alderney and the Casquets about 50 miles distant; Guernsey, Herm, and Serk, 60 miles; Jersey, 85 miles. Of the islands, Jersey is much the largest and most populous. Guernsey has about half the area of Jersey, and about half the population. Alderney is important as a military position, and has a large mixed Serk is remarkable for its picturesque population. beauty, but is thinly peopled compared with Alderney.

The Channel Islands are among the most interesting possessions of the British Crown, and offer greater

variety of attraction to the tourist than any of the watering-places, or other summer and autumn resorts, within easy distance of England. The principal islands all exhibit coast scenery only equalled—not excelled in the wildest and grandest parts of Cornwall, the west coast of Ireland, and the western islands of Scot-The interior of Jersey is equal in rural scenery The language and customs of the to Devonshire. country people carry us back to the time of the Norman Conquest; the style of building of the farm-houses is equally ancient. Here the artist will find abundant material for his pencil, the naturalist of every description will fill his note-book and specimen-box, and the invalid will enjoy a climate more equable than any in These advantages are only counterbalanced Europe. by the difficulty of approach. Placed near the French coast, it might be thought that access from that quarter would be easy, but this is hardly the case. the islands from England, the Channel must be crossed, and this transit of about sixty miles is often not pleasant even to those well accustomed to steamboat But when the crossing is made, and the great bay entered in which the islands are grouped, the case is not improved. Owing to the peculiar set of the tides, and the currents produced by the form of the French land, there is an almost perpetual disturbance of the water of this bay, which is crowded with innumerable rocks, some permanently above, and many permanently below the surface, but very many visible or concealed according to the state of the tide, and all dangerous. There are few days when all the islands can be reached without trouble. Thus boating is neither a very pleasant, nor indeed a safe amusement; and the rapid rise of the tide requires caution in bathing. Area of the islands in acres 48,322. Population (1871) 90,596, consisting of 40,308 males and 50,288 females.

### APPROACHES.

There are several routes by which these interesting islands may be conveniently visited. A cursory notice of these in their order, it may be useful to subjoin. The most important, and that for which the greatest facilities are afforded is that:—

### (1.) Via Southampton.

This is the quickest and best route, with a moderate length of sea-passage—the distance from Southampton to St. Helier's being about 133 miles. It is arranged in connection with the London and South-Western Railway. This company runs a mail train daily, except Sundays, carrying passengers for the mail steamers into the Southampton docks, alongside of the vessels, and has made provision for the transfer of luggage from the train to the ship without trouble or any additional expense; and, for the greater convenience of tourists, a French interpreter accompanies these mail trains. The fares include dock dues, steward's fee, etc. Passengers may also travel by any previous train. Special summer arrangements are usually made for the issue of return tickets, allowing a long date, at reduced fares,—see Railway Time Tables. The average sea journey is to Guernsey 8 or 10 hours, and to Jersey between 10 and 12 hours.

#### (2.) Via Weymouth.

Through communication between all the stations connected with the Great Western Railway and the Channel Islands has been arranged for, from the Dorsetshire seaport of Weymouth, distant from St. Peter Port 68 miles, and from St. Helier's about 93 miles. Trains and steamers ply in connection with each other according to temporary arrangements and circumstances. Facilities are, in general, greatly increased in the summer season; but particulars regarding fares, trains, and packets, should be sought for either in the Railway Guides or in the Company's Time Tables. The average time occupied in the sea passage is from 7 to 9, and 9 to 11 hours respectively, as wind and weather permit.

#### (3.) Via Plymouth.

A steamer leaves Plymouth once a week for Guernsey (81 miles), and leaves Guernsey two or three days after arrival for Jersey.

#### St. Malo and Granville.

- 1. A steamer plies between St. Helier's and the fortified town and seaport of St. Malo, in France (the birthplace of Jacques Cartier, the discoverer of Canada). The distance is 42 miles, and the average time occupied in the passage is 3 hours.
- 2. From St. Helier's a steam ship plies to Granville, a fortified town at the mouth of the Bosq, in France, which was burnt by the English in 1695, and besieged in the war of La Vendée in 1793. It is 30 miles distant, and the passage is made in 2 hours, or so.

The passage across the English Channel is generally not agreeable to those who have an antipathy to the sea, but otherwise, and when the weather is fine, this voyage is one of the most enjoyable that can be made.

Approaching the islands from England, the Cas-QUETS ROOKS are first seen. They are parts of a numerous group about 1½ miles in length from east to west, and half a mile across. They occupy a prominent position, and are extremely dangerous to ships coming up channel. They rise abruptly out of deep water in the direct track of vessels. There are three towers, but only one revolving light is shown from the highest or N.W. tower. In foggy weather a powerful siren trumpet sounds three blasts, of two seconds' duration each, from the Eastern Tower every five minutes. There are two landing-places on the rocks, but the landing is always difficult and only occasionally possible. The Casquets are connected with Alderney by the Burhou islands, and by other islands, rocks, and shoals. There are two passages between the Casquets and Alderney, the principal one being the Swinge (passe au Singe), close to Alderney. This is both narrow and shallow, but is the usual passage. The other is wider and deeper, but more dangerous.

From the Casquets to Guernsey, and thence to Jersey, the passage is greatly affected by the state of the tide. Within the Bay of St. Michel, the tide-wave is multiplied and complicated to an extraordinary degree. The rise at Jersey is nearly 40 feet, at Guernsey 30,

and at Alderney 20 feet at high spring-tides. At neap tides these figures are reduced to 23, 19, and 13 feet respectively. The height and strength of the tides are subject to much modification by winds.

The currents in these waters by no means correspond to the course of the tidal wave, and are very complicated. Generally the stream flows from half flood to half ebb, and ebbs from half ebb to half flood. Between Guernsey and the Casquets the current sets from every point of the compass during each tide, and thus in foggy weather the navigation is both difficult and dangerous.

### ARCHÆOLOGY AND HISTORY.



OLD CROMLECH, FORMERLY NEAR ST. HELIER'S, JERSEY.

The earliest history of the Channel Islands belongs to a period of which we have no written records. Cromlechs, menhirs, and other monuments of a very ancient people, still exist, and were till within a century extremely numerous. Remains buried under them have in some few instances been preserved, and they include vessels of coarse clay, and stone weapons and implements. Many of these were collected, and have been described by, the late F. C. Lukis, Esq. of Guernsey, who filled the cabinets of his museum, Grange Road, St. Peter Port, with objects of the highest interest to those who have a taste for antiquities and archæology.\* There are still some good specimens of cromiechs and menhirs in Guernsey and Jersey, and some less perfect in Alderney. These will be alluded to in the detailed accounts of the islands.

That the written history of the Channel group is comparatively recent the names of the islands are sufficient proof. It has been customary to recognise in Jersey a modification of Casarea (its name in the Itinerary of Antoninus); more probably both Jers-ey and Guerns-ey (Grass-isle and Green-isle) were originally Norse names, the former being modified by the Latins and thus made to pay a forced compliment to the emperor. The name of Alderney (Riduna of Antoninus and Aurigny of the late Normans) may have had a similar Norse origin. At any rate there is nothing that shows a trace of Celtic origin, either in the names of the islands or of the principal places within them.

Although the islands were certainly known and visited, and perhaps permanently inhabited from time to time before the Roman occupation of Gaul, and con-

<sup>\*</sup> Mr. Lukis was an excellent naturalist. The museum is private, but its treasures are kindly shown on application to any one taking an interest in its contents.

tinued to attract some attention in the early centuries of the Christian era, it was not till the sixth century that they seem to have taken a definite position in history. About that time St. Helerius in Jersey, and St. Sampson in Guernsey, seem to have flourished. They are patron saints, and the town of St. Helier's in the one island, and St. Sampson's in the other, have immortalised them. They were probably Irish saints. A certain St. Maglorius accompanied them.

From this important event to the occupation of the islands by the Northmen, during the ninth century, there are few records, and we only mention the Northmen to introduce the name of Rollo, the father of William Duke of Normandy, the conqueror of England, who frequently appears in the island histories. During this time the islanders were passing under Norman influence, and assuming a character they have never since lost. A curious appeal, in which the aggrieved person calls out Ha! Ro! is still occasionally made in the islands, and is clearly traceable to this chieftain. It is made in some cases of trespass.

During the reign of the first four kings of England the islands were alternately under English and Norman rulers. It is not, indeed, till the time of John that any important political event is recorded as affecting them. This prince is said to have given constitutions to the islands. The authenticity of the so-called Guernsey charter of King John is very doubtful, and its value nil; but it is at least certain that from its date the islands have existed in a distinct political condition,

and that since then they have never been removed from English allegiance.

Still, however, and for some time afterwards, the ecclesiastical union with France was preserved, and they were included within the diocese of Coutances. It was not till the Reformation that this connection was In 1656 the Bishop of Coutances acted for the last time as Metropolitan, and two years afterwards the islands were attached to the See of Winchester, to which they still belong. Towards the end of the fourteenth century the islands were by common consent freed from aggression on the part of France, in accordance with a safe conduct granted to Guernsey in 1372, and recognised by successive monarchs. In the reign of Henry V., however, Jersey was held by the French for six years.

The character of the Reformation in the islands was essentially Puritan and Presbyterian. This naturally governed the local politics during the civil war; but the two principal islands varied, Jersey becoming loyalist, and Guernsey republican, although each remained inflexibly Protestant. Twice during his eventful life, Charles II. found refuge in Jersey, once in 1646, when he resided about a month at Elizabeth Castle, and again after his defeat at Worcester, in 1651. Then the islands came into the full possession of the Parliament, but after the Restoration they returned to their allegiance without difficulty.

Under William III. the privilege of neutrality that

had been so long enjoyed by the islands was abolished, but with this the chance of privateering began, and was of far greater value. Imperfect and badly organised attacks were made on Jersey in 1779 and 1781, by the French. The latter were defeated by the gallantry of Major Pierson, who, however, was killed in the market-place. A tablet erected in the Royal Square marks the spot where he fell. His death forms the subject of an admirable picture by Copley.\*

During the American war the islands, especially Guernsey, prospered greatly by privateering and smuggling. This prosperity increased during the French wars that followed, and was continued by regular traffic after the peace. Their political condition has been uniformly quiet. The suppression of smuggling has been effected rather from the change of English law than from any legislative measures carried into operation with unusual stringency. The islands are and have long been eminently loyal to the person of the reigning monarch.

#### LANGUAGE.

The language of the islands is very peculiar. Its basis is unquestionably the Norman-French or Anglo-Norman, by whichever name national feeling may prompt the writer to describe it. Cultivated first in England, and then gradually absorbed in Saxon combination so as to become English, Englishmen have long since lost all recognition of it as a distinct dialect.

<sup>\*</sup> This picture is now in the National Gallery, London.

Cultivated also in France it has become modern French. Each main development thus possesses a vast and increasing literature; while the parent tongue, with such modifications as could be produced by races not very dissimilar in essentials but rarely agreeing in details, still remains among the Channel Islands as a spoken language, though without other literature than a few modern poems and newspaper articles.

There are three tolerably well-marked dialects—those of Jersey, Guernsey, and Serk. Possibly there may have been another in Alderney, but specimens are wanting, and even of the Serk there are no written examples. From a letter accompanying "lines to the memory of Wace," a Jerseyman of the 12th cent., by Mr. J. Sullivan, author of a Dictionary of the Jersey patois, and of songs and poems in the language of the Roman du Rou, we quote a specimen of the insular dialect:—

"Daeux trais rimmes à la memouaithe de Maistre Wace, un vier Prêtre Gerriais qui m'passe bain près du cœu, quoi qu'il yiait bétost huit chents ans que le pouor' bouanhomme erpose paisibliement souos la blièste. J'ai bain des fais paslait à mes ammins à l'endrait d'esl'ver un monueusment à s'nhonneu, mais chest comme si j'm'capuchais la teste contre la pathé, il ont poeux de desmouaizir quicq'herpins; Eh! mon Gui il en laissont drièthe ieux d'ches fréluques, nou n'les mettra pou à lus servir d'ouothilli quand nou les pliache'cha dans lues dernièthe grande naithe casaque, et que nos l'z' envietha à s'er'poser dans l'bian grand Gardin à noutr' ammin le Ministre Fillieu."

The following is a part of the poem:—

<sup>&</sup>quot;Oh de grâces sausvons nouotre langue Gerriaise, Car chest un vier paslin dign' d'être respectai.

Disons à nos esfants qu'il est bain vénérable, Accouostumons les dan à l'entendre tréjours. Sou ne le d'visiez pas, j'essais bain minsérable Ah! ertenais le bain et l'paslais touos les jours."

The difference between the Guernsey and Jersey dialect will be appreciated on comparing the above with the following extract of a poem by Mr. G. Metivier, one of a large collection:—

"Tu me r'quemandais les Filles.

"J'en ai veûe de bien des sortes
Sans en profitair grandment;
Quand nou prend l'achie trop forte,
Men vier garçon, nou s'en r'pent;
Ma tête n'est qu'à maïnti grise,
Mais, sage ou fo, jâne ou vier,
Je n'frai jamais la sottise
De m'gênair pour daeux biaux iers."

Note.—The following translations into modern French may be convenient for comparison:—"Deux ou trois rimes à la mémoire de Maistre Wace, un vieux Prêtre qui me passe bien près du cœur, quoi qu'il y'ait bientôt huit cents ans que le pauvre bonhomme repose paisiblement sous le gazon.\* J'ai bien des fois parlé à mes amis au sujet d'élever un monument à son honneur, mais c'est comme si je me cognais la tête contre un mur, ils ont peur de dépenser quelques sous—et, mon Dieu, ils en laisseront derrière eux de ces fréluques, on ne les mettra point à leur servir d'oreiller, quand nous les plaçerons dans leur dernier grand habit noir (cercueil) et qu'on les enverra se reposer dans le beau grand jardin (le cimetière) de notre ami le Révérend Filleul (le recteur de la Paroisse)."

"Oh! de grâces sauvons notre langue Jersiase, Car c'est un vieux patois digne d'étre respecté,

<sup>\* &</sup>quot;Sous la bliète" means sod, or "under the turf" (in his grave).

Disons à nos enfans qu'il est bien vénérable, Accoutumons-les donc à l'entendre toujours; Si vous ne l'parliez pas, je serais misérable, Ah! retenez-le bien, parlez-le tous les jours."

"Tu me recommandes les Filles.

"J'en ai vu de bien des sortes
Sans en profiter grandement,
Quand on prend choses trop fortes
Mon vieux garçon l'on s'en repent,
Ma tête n'est qu'à moitié grise,
Mais sage ou fou, jeune ou vieux,
Je ne ferai jamais la sottise
De me gêner pour deux beaux yeux."

### CLIMATE.

The climate of the Channel Islands is peculiar. It is remarkable especially for its equability, and differs essentially in many points both from the climates of England and France. The days in summer are rarely hot, and the nights are cool and pleasant. The latter part of summer is generally fine, passing into early autumn without perceptible change. autumn in ordinary seasons is singularly equable, and lasts very late into the year. Storms and occasional heavy rains mark the approach of the equinox, but cold does not then set in, and night frosts are rarely felt before December. In October occurs what is called St. Martin's summer, and similar weather marks the last month of the year. During spring. winds from northerly quarters are frequent, violent, and disagreeable. They feel cold, but are not often accompanied by frost. They are often very dry. During the other seasons, southerly and westerly winds prevail.

Of the different islands, Guernsey possesses the typical climate, and is decidedly the most favourable for invalids. It is warmer in winter, and somewhat cooler in summer, than Jersey. It is, however, damper, the atmosphere being more cloudy, and more rain falling on more days in the year. In Jersey the rains are somewhat heavier; continued rain is rare in all the islands. The thermometer range is smaller in Guernsey, and the barometer range in Jersey. The two islands occupy distinct positions with regard to the great atmospheric wave, and though so near they rarely agree exactly in temperature or pressure of the air.

The mean annual rainfall in Guernsey is about 35 inches, and in Jersey something less. The mean number of days on which rain falls is 164. October is the wettest month, and from October to January inclusive is the wettest season of the year. During these four months, the fall is 16½ inches. More rain falls during the night than during the day. Not only is a long continuance of rain unusual, but a wet morning is generally succeeded by a fine afternoon. Snow falls rarely. Hail falls at all seasons, but not frequently, and never very heavily. The air is frequently clouded. Dense sea-fogs are common in May and June. The dews are very heavy in all the islands.

The above brief outlines of the climate of the island

are abridged from a chapter on the subject in "The Channel Islands."\* The reader is referred to that work for the observations on which these conclusions are based.

The climate of Alderney is considered drier and more bracing than that of Guernsey, but south-westerly winds are more prevalent. There have been no continued observations recorded by competent observers, either in Alderney or Serk, but it is believed that the two islands agree more with each other than with Guernsey or Jersey.

The climate of the islands is favourable to the health of old people and children, and is no doubt capable of checking the progress of most chronic diseases, and of pulmonary consumption in its early stages. Rheumatism, however, is common, and liver complaints are not unfrequent. An insular atmosphere is, of course, more humid than that of the mainland, but the Channel Islands are quite free from miasma, and there is much less of depressing influence in the climate than their position might lead one to expect.

It may safely be said that all the islands of the Channel group are admirably adapted to restore the health, and strengthen, both mentally and bodily, the overtaxed energies of the inhabitants of great

<sup>&</sup>quot;The Channel Islands." By David Thomas Ansted, M.A., F.R.S., etc., and Robert Gordon Latham, M.D., F.R.S., etc. With illustrations, drawn by Paul J. Nastel. London: Allen and Co. 1862.

cities. They afford a pure clear atmosphere containing a large quantity of saline matter and iodine, and the frequent high winds ensure a constant freshness, preventing the depressing effect sometimes accompanying humidity.

### NATURAL HISTORY.

Owing to the peculiar climate of the Channel Islands, the vegetable productions, both indigenous and introduced, are highly interesting and varied. Of the familiar land plants, excluding ferns and mosses, there are nearly 900 species named and described, and of these only about 160 are common to all the islands. More than one-fourth part are peculiar to Jersey, while only about 50 species absent in Jersey are found in Guernsey, Serk, and Herm. Practically Jersey approximates in its botany to the adjacent shores of Normandy, while Guernsey and Serk, and the small islands between them, form one outlying and connected group. Alderney again is distinct, and possesses a comparatively rich and varied fauna.

"When, however, we pass to the consideration of the special tribes characteristic of a moist clouded climate, we find that Guernsey, with half the area of Jersey, almost equals, or even exceeds that island in the number of species. Thus, of 25 known species of ferns found in the islands, 21 occur in Guernsey, and only 20 in Jersey. Of these, 5 are peculiar to Guernsey, and only 2 to Jersey. The number and proportions of unnamed varieties would illustrate the same peculiarity in a manner yet more marked; and the richness of fern vegetation is certainly far greater in the smaller, damper, and cloudier, but more temperate island."\*

There is much that is striking to the stranger in the vegetation of the islands. The ilex or evergreen oak is eminently characteristic. It is well grown, and constantly retains its bright green foliage. The elm is also common, and the beech grows well. Trees are not approved of by the farmers in either of the islands, as they are believed to harbour birds. They are not lofty, but neither are they disfigured and cut off by sea winds. The common furze and bramble are the most prominent shrubs. 'Butcher's broom' (ruscus aculeatus) is also very abundant in the hedges.

Both Jersey and Guernsey are wonderfully rich in wild flowers, some of which are not indigenous, though now naturalised. Several orchids, a great variety of beautiful grasses, the foxglove, some ixias, the horned poppy, and the great sea-stock, are among those that brighten the landscape. Of flowerless plants, the ferns are first in interest. The hart's-tongue and the species called respectively the male and the lady ferns are perhaps the most striking, but the common brake is extremely luxuriant. The blechnum or hard fern is common, and the prickly ferns may also be noticed. Mosses are abundant, and grow very freely in Guernsey. They are less common in Jersey, and in Serk the

<sup>\*</sup> Ansted and Latham's "Channel Islands," p. 198.

variety is small. Lichens freely grow and cover the granite and other rocks in all the islands. Upwards of two hundred species of sea-weeds are named as belonging to the islands, but the lists are not complete. The *Fucus* and *Laminaria*, under the name of *Vraic*, afford an important harvest to the islanders, and a very picturesque scene for the artist.

Owing to their peculiar climate, both Jersey and Guernsey are singularly adapted for garden cultivation, and a great number of foreign plants and trees may be seen in both islands flourishing and almost naturalised. Guernsey is most remarkable for flowers, and Jersey for fruit, but both are rich in every kind of vegetation. The Guernsey lily, introduced by accident from Japan, now grows and flowers freely. The camellia is more full in flowering, and grows more luxuriantly, than anywhere in Europe. The geranium grows and remains as a standard during winter in a manner only familiar to those who have seen it at Gibraltar and Malaga. The arbutus ripens its winter strawberry perfectly. The magnolia (two species) grows to be a noble tree. The myrtle is trained against houses, and spreads to a height only limited by that of the house it clings to. The fuchsia is a common and large tree. Yuccas and the Mexican aloe flower freely. Besides the lilies already mentioned, the Cape bulbs all grow well in Guernsey; and the gladiolus, ixia, and belladonna are so frequent and so beautiful as to be almost characteristic of the gardens in these islands.

There are few indigenous quadrupeds and few rep-

tiles, but upwards of two hundred species of birds have been named, most of them from Guernsey, which is a convenient resting-place for those kinds that delight in the storm, and love rugged cliffs and dashing waves. Five species of wild goose, sixteen of wild duck, five of plover, six of gull, two of petrel, two of wild swan, and five of grebe, besides puffins, cormorants, auks, and others, all illustrate this. Bitterns and herons, snipes and woodcocks, terns, and even the avocet, swell the list.

The variety of fish round the shores of the islands is not less striking, and these again are chiefly caught round Guernsey, and at the Minquiers. The wrasse, or rock-fish, the whiting-pollack, the gar-fish, or greenbone, and the gigantic conger, never fail. Turbot, brill, dory, mullet, cod, mackerel, bonito, and tunny, are also among the productions of the sea that supply the market; while the sword-fish, sun-fish, angel-fish, and even the sea-horse, the lamprey, and the blue shark, find their way from time to time to the shoals, and enter the bays of the islands. A kind of smelt called the roselet, and a sand-eel, the lançon, are delicate little morsels, sometimes very plentiful.

Bivalve and univalve shells and their inhabitants abound in the seas and on the rocky shores of the islands, and several species of boring shells, terebratula, mussel, cockle, and triton, are found, that do not belong to the British fauna. This is the case also with the crustaceans, some of which attain unusually large dimensions. The crab, king-crab, lobster, and the

cray-fish, or spiny lobster, are common, and considerable supplies are forwarded to the London market. Shrimps are very abundant, and are much eaten. The Haliotis, or Ormer (sea-ear or orielle-de-mer) is very common in Guernsey, and is used for food. It is also eaten in the island of Sark.

The rocks and some of the caves round Guernsey and Sark especially, but also round the other islands, are marvellously peopled with sea anemones, and with a multitude of species of zoophytes. Upwards of eighty species of these are named, and the varieties are numerous. The more common species cover the rocks at half-tide, leaving little room for the rarer and more interesting species. Patches of colour due to the presence of these animals characterise many parts of the coast. Serk is of all the islands the most rich in these tribes, and the Gouliot caves in that island are unrivalled. Numerous sponges inhabit similar localities

The Channel Islands are rich in most departments of animal as well as vegetable life, and there is ample room for discovery in all departments of natural history. Whether on land, on a sandy or rocky shore above high-water mark, in that wild and interesting field that in these islands intervenes between tides, or in those deeper recesses which the water never leaves, life is ever present, and the forms of life are so rich, so varied, so beautiful, and so accessible, that no one need tire of the pursuit of natural history when placed within their range.

## GEOLOGY.

The mere fact of the existence of the Channel Islands in the part of the ocean in which they are placed, and under the circumstances of the adjacent shores, suggests to the geologist that they must be battered and worn, and must consist of the fragments of some hard rock corresponding to other similar rock on the side of Brittany or Normandy. In point of fact, all the outlying islands are granitic, while Jersey and Alderney alone exhibit stratified rocks of the ordinary kind, and these in no great abundance nor containing fossils. It might therefore be imagined that the islands possess little geological interest, but this is by no means They abound in illustrations of the structure the case. of crystalline metamorphic rocks and their veins, and they present innumerable and most instructive examples of some of the most recent changes that have taken place upon the earth.

The rocks throughout the islands are chiefly varieties of granite, and they contain in abundance the minerals belonging to such material. Very beautiful crystals of felspar and hornblende, many kinds of quartz in a crystalline state, and delicate crystals of mica, are common. Epidote, actinolite, and other minerals are characteristic. Asbestos and other minerals containing magnesia, besides serpentine as a rock, are found. Chlorite is everywhere abundant. The granites of all the islands, but especially of Guernsey, are well adapted for economic purposes. They be-

long almost entirely to the variety called syenite, in which hornblende replaces the mica of ordinary granite.

Except Jersey and Alderney, the islands are so far denuded of any rocky covering they may once have possessed, that the granitic or gneissic foundation is generally laid bare. Alderney has a few patches of sandstone, and Jersey presents some shales, schists, and conglomerates, as well as sandstone.

Raised beaches, affording proof of elevation within the latest geological period, and submarine forests, illustrating the converse phenomenon of recent depression, may be observed in most of the islands, and it is thus certain that alterations of level have taken place within comparatively modern times. Earthquakes also have been felt. Important shocks have been recorded, especially about the 8th, 11th, and 12th centuries. In December 1843, and again in April 1853, there were earthquake shocks of some magnitude, shaking buildings and ringing church bells.

One of the most interesting points of study for the geologist is derived from the great change now going on owing to the mechanical action of the waves and the large surface of rock exposed. The coasts of all the islands are so deeply indented by the waves, there are so many outlying rocks and eroded caverns, there are so many veins of soft rock enclosed in hard, and of hard rock penetrating soft, and such innumerable boulders and fragments of rock in every little bay, that the modern changes are rapid and very great. No

more instructive locality for the study of such changes could be pointed out.

Another result of weathering is seen in the extremely deep and thorough disintegration of the granite in many places. Twenty or even thirty feet below the surface, the granite is in some parts of Jersey, Guernsey, and Alderney, converted into a kind of gravel that can be dug out for the garden-paths, and thus rendered useful. It is only some parts of the rock that thus decompose, the rest remaining in hard nodules that look as if they had been rolled.

Sands are found on the shores of all the islands, and they are blown by the prevalent winds so as to form thick beds in certain localities. Deposits of brick-clay and pottery-clay are found in the principal islands, and large quantities of stone of a superior quality are exported to England, to be used in the manufacture of china-ware.

#### LAWS AND CONSTITUTION.

The islands form two distinct groups in matters of law and constitution, Jersey alone constituting one group, and Guernsey with the smaller islands another. Alderney and Sark, however, though intimately connected with Guernsey in government, have separate legal existence.

Each group at present has a Lieutenant-Governor, a Judge, called the Bailiff, a Dean, or local ecclesiastical superior, a States Assembly, and a Royal Court. The

rights and privileges of these officers and bodies are very different in the two governments.

At the present time there is much dissatisfaction expressed as to the working of the Jersey system, and it is likely to undergo important change. Guernsey is more quiet, and less objection is felt to the working of its constitution.

The States is, in some respects, a popular assembly. Its origin is doubtful, but it cannot be traced back beyond the middle ages. In Jersey it is composed of the Lieutenant-Governor, the Bailiff, who presides, the twelve Jurats of the Royal Court, the Rectors of the twelve parishes, the Constables of the parishes, and fourteen elected persons called Deputies. The law officers of the crown, called Procureur-General, Avocat de la Reine, and Vicomte or Sheriff, possess seats but not votes. The jurisdiction of the Court is large. In Guernsey the States of Deliberation are composed of the Bailiff, who presides, the twelve Jurats, the eight Rectors, the Procureur, and the Depu-There is also a much larger body called the ties. Elective States, but it has little power.

In Jersey, the whole number of members is fifty-two. In Guernsey, it is only thirty-seven. In these the Lieutenant-Governor and the Sheriff (Prevôt) sit, but do not vote. They may, however, address the States. The main business of legislation is carried on in Jersey by the States. The Royal Court—which in Jersey is simply judicial—possesses a large amount of legislative power in Guernsey, and has also judicial functions.

It is a peculiar feature in the islands, that no member of the Royal Court (which consists of the bailiff and twelve magistrates—jurats—expressly elected) has, of necessity, enjoyed the advantage of a legal education. As this court is a judicial body, it is clear that the administration of law and justice is hardly sufficiently provided for. The court is divided into several smaller courts, taking different departments, and requiring only one, two, or three jurats as a quorum. An appeal lies to the full court. Very recently there has been a considerable modification of the criminal law in Jersey, and a magistrate has been appointed to preside in matters of police.

English Acts of Parliament, after registration, become laws of the islands.

The proceedings in the various courts are carried on in the French language (not the island patois). The pleadings are simple, and in criminal cases the forms of proceeding are assimilated to that of the English courts. The English language is sometimes used when one or both parties are English.

The laws of property in the islands are very peculiar, and the succession of property is strictly limited. The property of a parent must be divided according to a certain method—the eldest son taking the house. The father of a family cannot, even during life, give more than his legal portion to any one child. In the case of lands being sold, the lord of the manor can claim a right of pre-emption, and even after a sale has been

concluded with other parties, their right remains for a limited period.

Both natives and strangers are liable to arrest for debt contracted within the islands, and the mere declaration of any one assuming to be a creditor is sufficient proof; provided that, in the case of a stranger, the creditor shall have declared, *upon oath*, that the claim he prefers is a just one. A creditor can seize either the chattels or person of his debtor, but not both.

The tenure of land is very peculiar; and no one should undertake to purchase real property without sound professional advice. Leases are not binding if the lessee die or become insolvent.

In Ecclesiastical matters both Jersey and Guernsey are under the Bishop of Winchester, who comes over from time to time to confirm. There is little actual power vested in the Dean, who is in each island one of the Rectors, but he has usually a good deal of influence. There are Ecclesiastical Courts in each of the larger islands.

Visitors would do well to read the romance of *The Toilers of the Sea*, by Victor Hugo, for many years a resident in these islands. The book abounds in the most interesting descriptions of the scenery, and the customs of the people.

# SKELETON TOURS.

The tourist will find it convenient to make Jersey and Guernsey successively his head-quarters, if he desires to see the Channel Islands properly. It is quite impossible to do justice to them in any other way. At Jersey he will be able in a few days, if necessary, to visit the most remarkable points, but weeks are required if he would exhaust the objects of interest. From Guernsey, Sark, Alderney, and Herm can be visited, and though the island of Guernsey is only half the size of Jersey, its bays are so much smaller, and the proportion of the coast that requires to be visited so much greater, that almost as much time is needed for that island as for the other. Sark is marvellous in its Many tourists, making a day's excursion resources. thither from Guernsey or Jersey, think they have seen it, and come away rather disappointed. Those who can devote a week or even a longer time to work out and examine its curiosities, will find every day filled up with excursions, each full of novelty and interest. Alderney is sooner seen, but has much to interest the traveller. The visitor whose time is limited may avail himself of the railway from St. Helier's to St. Aubin's on the west, and to Gorey on the east.

#### ONE WEEK'S TOUR.

First day.—Jersey—St. Helier's, Elizabeth Castle, and Fort Regent. Train to St. Aubin's and thence walk to St. Brelade's and the Corbières. Back to St. Helier's,

Second day.—Jersey continued—Hougue Bie, Mont Orgeuil, Rozel Bay, Bouley Bay, and Bonne Nuit Bay. Return to St Helier's.

Third day.—Jersey continued—St. Peter's Valley to Grève de Lecq, Plémont, L'Etac, and back.

Fourth day.—Proceed to Guernsey.—See St. Peter Port, the Harbour, and Castle Cornet. Drive to Fermain Bay and Moulin Huet, and thence to Petit Bot, and back to the town.

Fifth day.—Guernsey continued.—Pleinmont, Rocquaine, Lihou, Vazon, and Cobo. Then back to town.

Sixth day.—GUEENSEY continued—The Vale, L'Ancresse, Bordeaux Harbour and Druidical Remains, St. Sampson's, Ivy Castle, and back to town.

#### FORTNIGHT'S TOUR.

First day.—Jersey—St. Helier's, Elizabeth Castle and Hermitage, Fort Regent, College grounds (for view), La Hougue Bie.

Second day.—Jersey continued—Gorey by Pontac (St. Clement's Bay) and Grouville Church; Mont Orgenil and St. Catherine's Bay; Rozel. The pedestrian might sleep at Rozel, but it would be more convenient to have a carriage in attendance at Trinity Church, and drive back to St. Helier's.

Third Day.—JERSEY continued—Bonne Nuit, Creux de Vis, and the coast to Grève-de-Lecq. Sleep at Grève-de-Lecq.

Fourth day.—Jersey continued—The coast to Plémont, and the caves and rocks at Plémont, and the Grève au Lançon. Grosnez, and the coast to L'Etac. Sleep at L'Etac.

Fifth day.—Jersey continued.—St. Ouen's Bay to the Corbiéres, St. Brelade's Bay, and St. Aubin's Bay.

Sixth day. - Proceed to GUERNSEY. - See the town and har-

bour. Visit Les Terres, and the new walk under the Fort; thenoe walk to Fermain Bay, Jerbourg, Moulin Huet, and back to the town.

Seventh day.—Guernsey continued—Saint's Bay, Icart, Petit Bot, and the coast to Pleinmont. Sleep at Pleinmont, where there is a good inn.

Eighth day.—Guernser continued—Rocquaine Bay, Lihou, L'Erée, Perelle, Vazon, and Cobo bays. Sleep at Munday's Hotel (comfortable accommodation).

Ninth day.—Guernsey continued—King's Mills and St. Saviour's, St. Peter's Valley, St. Andrew's, and the Catel. Return to the town.

Tenth day.—Guernsey continued.—L'Ancresse Common and Druidical remains, Bordeaux Harbour, the Vale Castle and Church, St. Sampson's and the Ivy Castle.

Eleventh and Twelfth days.—Serk, Alderney, and Herm, according to the weather, and the sailing of steamboats.

With longer time at disposal, the immediate neighbourhood of the larger towns, as well as the detached islands, will, of course, be seen to much greater advantage. The museum of Mr. Lukis in Guernsey should not be omitted.

#### COMPLETE TOUR.

## (A MONTH TO SIX WEEKS, OR TWO MONTHS.)

JERSEY.—(1.) St. Helier's and neighbourhood, with excursions to Pontac and St. Clement's Bay, three or four days. (2.) Gorey, for Mont Orgeuil; the coast, as far as Bouley Bay; and perhaps Bonne Nuit. [Or Bonne Nuit might serve as a resting-place for one night for the surrounding scenery.] (3.) Grève-de-Lecq, for the coast from Sorel Point (La Houle), and Plémont. (4.) L'Etac, for the coast from Plémont thither; the Bay and Pond of St. Ouen, St. Ouen's Manor-house, etc. (5.) St. Brelade's or St. Aubin's, for the coast from the Corbiéres to Noirmont and the Quenvais. (6.) Rides and walks in the interior. Allowing for wet weather, about three weeks might well be occupied in this tour.

Guernser.—St. Peter Port and the immediate neighbourhood. (1.) Walks in various directions. (2.) Driving and walk ing to Fermain, Jerbourg, Moulin Huet, Petit Port, and Saint's Bay, to Icart. (3.) Moye Point, the Gouffre, Corbiéres, and other headlands, to Pleinmont. (4.) St. Andrew's, St. Saviour's, King's Mills, and Câtel. (5.) L'Ancresse and St. Sampson's, and the neighbourhood. From Munday's Hotel the bays on the west coast may be seen in two or three days. About a fortnight would be required to see all these points. At least three days should be allowed for the town, and the numerous walks near the sea.

HERM.—A boat excursion from Guernsey. One day is usual, but two are better, sleeping on the isle. JETHOU would take another day. It is not safe to attempt to go to Herm or Jethou in doubtful or squally weather, or without a boatman perfectly familiar with the islands.

SERK.—It is quite impossible to see Serk thoroughly in less than a week, if the visitor means to examine the cliffs, small bays, and rocks. A fortnight or three weeks is not too much. Brechou takes one day; but it is necessary to watch carefully, and take advantage of the first weather that admits of a safe passage to and fro. It is not always possible to return from Serk in a sailing boat.

ALDERNEY.—Three or four days are enough for Alderney, including the journey out and home. With another day, the Casquets may be reached, provided the weather is favourable, but this is rarely the case.

CHAUSSEY ISLANDS.—These islands are best visited from Granville, with which town there is frequent communication from St. Helier's. One day is as much as most tourists would care to spend on the "Grande Isle," but the naturalist might desire more, as there is much matter of interest that would take some time to investigate.

# COST OF LIVING, ETC.

The expense of a visit to the Channel Islands is moderate, even to tourists, compared with an English, Welsh, or Scotch trip, but there is less difference than For residents, the advantages are still formerly. As no dues are payable at Jersey on considerable. imports, the islands are untaxed, so far as strangers The prices of tea, wine, spirits, and are concerned. tobacco, are greatly below those charged for such articles in England, where they are subject to heavy excise dues. The owners of real property in the islands are required to pay a property-tax on all their possessions, whether in or out of the islands. Rent in the islands is moderate. Servants are difficult to find, and expect wages fully equal to those given in country places in England. Meat is good and cheap, the price being considerably lower than on the mainland. Butter is also good and cheap. The island cows are celebrated for their yield of milk, and it is certainly excellent as well as plentiful. Fish and shell-fish are abundant and cheap. Fruit and vegetables are generally both good and cheap, at least in comparison with town prices in England.

In Jersey, British coins are legal tender, and British currency is demanded in the hotels throughout the island. The Jersey money is now altered so as to be equal in value to British sterling. French coins are chiefly current in Guernsey, but there also the hotel

charges are in British money. The local currency in Guernsey is inferior in value to British currency, so that when this is used there is a small advantage gained by the purchaser. The sovereign is worth about  $\pounds 1:0:10$  currency in Guernsey. The Guernsey and the French penny nearly correspond in value.

There is also an advantage in the island weights, the local pound being nearly two ounces heavier than avoirdupois. The gallon, on the other hand, is nearly half a pint smaller. On the whole, in buying by the pound, the price per English pound, English currency, is about  $8\frac{1}{2}$  per cent less than it would be if island money and weight corresponded with English, but most tradesmen have recently arranged to conduct their transactions in British currency, and to accept the British sovereign at its national value.

There is, in Guernsey, a convenient circulation of trustworthy one-pound notes, but it is wiser not to take them out of the island. In Jersey, great caution is needed in taking the local notes. The Guernsey currency passes in Serk. Alderney is chiefly British in its monetary arrangements.

# JERSEY.

## GENERAL DESCRIPTION.

For Landing Arrangements, Hotels, etc., see St. Helier's, page 41.

Latitude, 49° 15½ to 49° 10′ N.; longitude, 2° 0½ to 2° 15½ W. Length, 11 miles from east to west; breadth, about 5½ miles north to south. Area to low-water mark, nearly 45 square statute miles, or 28,717 acres (English). Area under cultivation, about 20,000 acres. Highest elevation above mean tide, about 300 feet. Population in 1871—Males, 24,875; females, 81,752; total, 56,627. Population increasing. Increase since 1861, 1014. Inhabited houses in 1871, 8,738. Chief town, St. Helier's, Other towns, Gorey and St. Aubin's. Parishes, St. Helier's, St. Saviour's, St. Martin's, Trinity, Grouville, St. Clement's, St. Lawrence's, St. Peter's, St. Brelade's, St. John's, St. Mary's, St. Ouen's.

JERSEY is a compact island of oblong form. The east coast is about sixteen miles west of the coast of Normandy. The south coast is about forty miles north of the coast of Brittany. The north coast is about forty-five miles south of Alderney. Large open bays, terminated by rocky headlands, characterise the east, south, and western shores, while the north coast is remarkable for bold and picturesque cliff scenery. A belt of elevated land from 250 to 300 feet high ranges from east to west on the north side of the island, sloping

somewhat gradually towards the south side. Several small streams intersect the land rather deeply, crossing the country nearly at right-angles to this belt. Smaller streamlets run into the sea by minute cascades on the north side.

Within the coast-line the land is rather flat, and towards the south, south-east, and west, parts of the coast consist of marshes or are covered by loose sand. The interior is well wooded, broken up into small enclosures and intersected in every direction by a network of roads, almost concealed by the overhanging branches of trees, planted in the hedges or fields adjoining.

Jersey is divided naturally into (1.) Table-land, generally cultivated to the edge. (2.) Sand-covered hills, generally barren. (3.) Sandy plains, with a very light soil, well-adapted to certain kinds of culture; and (4.) Valleys. The table-lands are broken by winding valleys, traversed by small streams of sufficient power to turn mills while descending, but generally losing themselves when they enter the plains. St. Peter's Valley is one of the prettiest, and this, with the valleys leading to the Grève de Lecq and the Mouriers, divide the island into two unequal halves. The Mill Brook occupies another valley, also very pleasing. It opens towards the south.

Some remarks have already been made concerning the climate of Jersey (see p. 14). Its temperature is somewhat more variable than that of Torquay, though much less so than that of Greenwich. The mean annual temperature is nearly 51°. The annual rainfall, about 30½ inches; the number of days on which rain falls, 151. From October to January, both inclusive, is the wet season, October being the wettest month. February, April, and July are dry months. March and September, the months of the equinoxes, are comparatively dry. May, June, and August, are also dry, but rather wetter than March and September. Jersey is somewhat warmer in summer and colder in winter than Guernsey, and the sky is less clouded. It is generally deemed more relaxing than Guernsey, and less fitted to healthy persons of middle age than to young and old persons, and invalids.

Jersey enjoys a large trade, not only with France and England, but with Holland, India, and Newfoundland. The total number of craft belonging to the island is not far from 450, measuring upwards of 40,000 tons. Of these, the larger vessels are engaged in an important carrying trade in dried cod. The smaller craft are used for fishing and local traffic, and for general trading.

An infantry regiment of the line is stationed at Jersey, but the island is chiefly defended by its own militia. This includes a company of artillery and five regiments. Every male native of the island between sixteen and sixty-five is liable to serve. The total nominal strength amounts to about 10,000 men of all arms. The actual number under arms is 3000.

The language in common use in the town is English, but the inhabitants of the country parishes still

JERSEY.

retain their peculiar patois. An example of this has been given in a previous page. The official language is modern French, but English is often substituted when one party in the suit is English.

The cutting of vraic or sea-weed is an institution both in Jersey and Guernsey. There are two vraic harvests, one in February and March, lasting five weeks, and again from June till August, lasting about ten weeks. During these periods the growing weed is cut, but the detached sea-weed may be carted at any time. It is chiefly used, either fresh or dried, for manuring the fields, and is very valuable for that purpose. north-western coast, and the islands and rocks fringing that coast, are the chief sources of the supply. two weeds, Fucus and Laminaria, commonly used for manure, the fucus contains more organic matter, and is therefore the more valuable, but the laminaria gives The fucus (f. vesiculosus) is the most valuable ash. sometimes called bladder-wrack.

The island is celebrated for its breed of cows, which are prettier and more valuable, than those of Guernsey and Alderney. The cows yield four to five gallons of milk per diem, increasing under peculiarly favourable circumstances to as much as eight gallons. They are milked three times a day. Jersey also exports largely grapes ripened under glass, the well-known Chaumontelle pears, and early potatoes. Nearly 200 tons of grapes reach Covent Garden every year from the island, and nearly 160,000 bushels of apples are sent away in favourable years. The export of pears is very important. Vege-

tables of all kinds grow to great perfection, but flowers and garden-produce, though abundant, are not so carefully attended to as the climate deserves. One of the curiosities of the island is the celebrated cow-cabbage, a gigantic variety of cabbage cultivated for the sake of the leaves, which are used to convey butter to the market. The stalk is often eight or ten feet long, and is made into walking-sticks, which may be purchased at St. Helier's.

There are frequent trains between St. Helier's and St. Aubin's, as also between St. Helier's and Gorey via St. Clement. There are also other regular conveyances, especially during the summer months, known as "excursion cars," which run during most of the year. The roads throughout Jersey are good.

The roads are of two kinds. The new are numerous, wide, and well-planned to intersect the island. They are in good condition. The old roads are winding, narrow, very intricate, and entirely shut out by hedges. Through many of these it would be impossible to drive, but they are perfect marvels of picturesque beauty.

## MODE OF SEEING THE ISLAND.

An excellent means of obtaining a general view of the whole island, at a very moderate fare, is afforded by the excursion-cars which start every morning for different parts, returning in the afternoon. The cars remain at the most interesting places in the island a sufficient time to admit of their being leisurely inspected. A different route may be taken each day. Carriages can be hired on very reasonable terms at any of the livery-stables, and there are few points that cannot be reached on foot from the various villages and towns without more fatigue than is incidental to the nature of excursions. Among the principal livery-stables may be named the Alliance, New Street; the Percy, Rouge Bouillon; the Paragon, Grove Place; Down's, David Place and Apsley Road; Dunford's Imperial, Springfield Road; and Fauvel's, 35 Don Street.

We have already remarked that some time is necessary to form an acquaintance with even a moderate proportion of the interesting features of Jersey. To reach the most interesting points on the coast, the tourist needs a fortnight, even if accustomed to hard work. The interior also deserves several days. Merely to look at the principal points from a distance, a very few days will suffice, while to carry on natural history pursuits as many months would hardly be enough.

There are two modes in which the island can be seen. By the one method it will be sufficient to make St. Helier's one's head-quarters, whence a carriage could be taken day by day to some point on or near the coast, and from the halting-place short excursions on foot would enable the tourist to see everything of chief interest in a short time, and to great advantage. The smallness of the island renders a return in the evening a pleasant conclusion of the day's trip.

Should the tourist prefer it, however, he will find at various points, and at very convenient distances, houses

of entertainment amply sufficient for all purposes, and almost invariably clean and economical. In this way a pedestrian tour may be accomplished without difficulty. The objects that ought not to be omitted are the following:—Mont Orgeuil, Rozel, Bouley Bay, Bonne Nuit, Creux de Vis, Plémont, Grêve au Lançon, L'Etac and St. Ouen's Bay, the Corbiéres, St. Brelade's, St. Aubin's, and the Hougue Bie or Prince's Tower. For all these, fine weather is indispensable. Detailed information concerning each will be found in the description of the island.

## MONEY, WEIGHTS, AND MEASURES.

In Jersey the weights and measures are peculiar, and need explanation. The current coins in circulation are English gold and silver pieces, and the States have recently issued copper coins of the same value as those of the realm. In the old Jersey currency the English shilling was worth thirteen pence, so that there were 260 pence, or  $\pounds 1:1:8$  Jersey currency to the English pound sterling. The pound of Jersey currency was worth 18s.  $5\frac{1}{2}$ d. sterling, nearly. The tourist would do well to prefer sovereigns to the local bank-notes in circulation, as these are troublesome to negotiate outside the island.

The standard of weight in Jersey is the old French standard pound of Charlemagne. This pound contained 7560 grains, or 1 lb. 1½ oz. 14 gr. One hundred pounds are equivalent to 108 lbs. avoirdupois. For common purposes, 13 Jersey pounds equal 14 lbs. avoirdupois or 25 Jersey equal 27 avoirdupois. The smaller divisions of the pound are as in England; but the old French gros, or half quarter ounce, and its half the demi-gros, are recognised.

For certain purposes of square measurement, the Jersey computation is very peculiar, the square foot being 201 sq. ft. English measurement. In glazier's work, the square foot measures 64 sq. irches English.

For measuring land, the perch is an area of 22 English feet square, or 48.4 sq. ft. Forty perches make a vergée (the island acre), containing 2150 square yards (English), or less than half an English acre. Two and a quarter vergées are about equivalent to an English acre.

The Jersey wine gallon contains 247 cubic inches (English), nearly. The Jersey quart thus nearly corresponds to the French litre, being little more than one and a-half English pints.

The general measure of dry goods is the cabot, or half-bushel, containing 1204.3 cubic inches (about 41 imp. gallons). cabot is divided into five gallons. A larger cabot is used for barley, oats, potatoes, etc., containing 1605.7 cubic inches.

## Principal Cab-Stands.

Bereford Street; Halkett Place; Broad Street; Weighbridge Pier.

Cab Fares-Not exceeding one mile, 1s.; each additional mile or fraction of a mile, 6d.; from harbour to outskirts of town, 2s. 6d.

Distances from the Royal Square to the undermentioned places, authorised by the Lieutenant-Governor.

	Miles.					Miles.	
St. Clement's Church .				Bouley Bay			
Grouville Church			$2\frac{1}{2}$	St. Peter's Church .		4 <u>.</u>	
Gorey			4	St. Ouen's Church .		6	
				St. Lawrence's Church		3	
St. Saviour's Church .			1	St. John's Church .		51	
St. Martin's Church .			$3\frac{1}{2}$	St. Mary's Church .		5₫	
Rozel Barracks			5 J	St. Brelade's Church		54	
Trinity Church			$3\frac{1}{2}$	St. Aubin's Harbour		3 }	

#### IF TAKEN BY THE HOUR.

For the first hour, 2s. 6d.; for each half-hour, 1s. 100 lbs. luggage allowed.

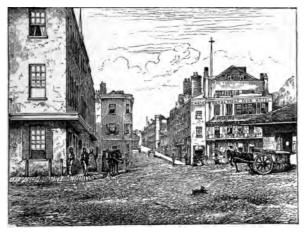
#### Railways.

1. THE JERSEY RAILWAY. - Terminus near the Weigh-bridge at St. Helier's, with Stations at Cheapside, the First Tower, Millbrook, Bel Royal, and Beaumont, proceeding round the Bay to St. Aubin's.

2. THE JERSEY EASTERN RAILWAY .- Terminus at Snow Hill, with Stations at George Town, Samarez, Le Hocq, Pontac, La Rocque, Les Marais, Grouville, and Gorey.

The hours and fares are advertised in the local papers, and

exhibited on the Companies' Time Tables.



THE TOWN SEEN FROM THE HARBOUR.

#### ST. HELIER'S.

Population (1881), 26,893; (1871), 30,756—Males, 13,128; females, 17,628.

Distances.—From St. Peter Port, Guernsey, 25 miles; Southampton, 133 miles; Weymouth, 93; Plymouth, 106; London by the Thames, 300; St. Malo, 42; Granville, 30 miles.

The steamboats usually enter the harbour before discharging their passengers. At very low tides the landing is effected in small boats, for which a fixed charge of 9d. each passenger is made. Licensed porters for 6d. carry luggage from the steamers to the cabs and omnibuses. The cab fare is 1s. 6d. to any part of the town; omnibus fare 6d. each.

Hotels.—Near the pier there is the Royal Yacht; also the Star, Grasshopper, and Southampton. Stopford's

Hotel (Bree's) with baths, in David Place, is a first-class house. Other good hotels are the British, in Broad Street, Minor's and the Marine, both on the Esplanade. The York (Commercial) is in Royal Square.

Of French hotels, there is the Pomme d'Or, in Wharf Street, and the de l'Europe, Mulcaster Street, opposite parish church.

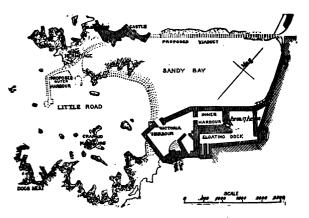
There are numerous boarding-houses, some very good; all are clean, comfortable, and moderate. Board and lodging, without private sitting-room, and without wine, costs about 8s. 6d. per day at the principal boarding-houses, and less at some of the others. At the hotels the expense of ordinary living need not exceed 10s. per day. Board and lodging may be had at many respectable houses at from 35s. to 45s. per week, all charges included.

Lodgings abound in several of the principal streets; and during the season are much resorted to. It is impossible to specify terms, but on the whole they are reasonable, and the apartments comfortable. For the winter season, favourable arrangements may be made.

St Helier's must be entered by the stranger from the harbour, which is extensive, and has contributed greatly to the commercial prosperity of the island. The works, however, are not yet so complete as to enable steamers to enter at all times of the tide.

There are both outer and inner harbours, and a large floating-dock of 17 acres is proposed to be constructed as shown in the annexed plan.

The entrance to the town from the pier creates rather an unfavourable impression, as it is necessary to pass through some narrow streets to reach the Royal Square. Here is situated the "Cohue" or Court-House, where the law-courts are held. The



PLAN OF THE HARBOUR OF ST. HELIER'S.

great hall contains portraits of George III. and General Conway, and a painting representing the death of Major Pierson at the battle of Jersey, January 6, 1781—a copy from the original by Sir David Copley. But the most interesting relic is a silver gilt mace, presented to the bailiff and Jurats by Charles II. on his restoration to the throne, in token of his appreciation of the island's fidelity to his father and himself. The same square also contains the public library, two of the principal hotels (the Union and the York). Clean and well-paved streets, lined with neat houses, and well-shaped shops, ramify from this square in all directions, and in its neighbourhood are also the markets, and the Albert Hall, which is the chief building for concerts and balls. The shops and markets are

well supplied, and the markets especially are spacious and well arranged. They are open daily.

There are many churches in St. Helier's; the principal of which is the parish church, near the Royal Square. This is an ancient building which has been lately completely renovated and adorned with painted glass. It is built in the early pointed Gothic style, and dates from the year 1341. (Service on Sundays, in the French language, at 11 o'clock in the morning, at 7 o'clock in the evening, and at 3 in the afternoon in English. Garrison service at 9 o'clock in the morning) St. Mark's Chapel, David Place, is one of the most fashionable Episcopal churches in St. Helier's, of which there are several. There are also chapels belonging to the Roman Catholics, and the various dissenting denominations.

Victoria College was first opened for instruction in 1852. It is an educational institution of the nature of the collegiate schools recently founded in many parts of England. The building is handsome and well placed, overlooking the town on the eastern side. It is surrounded with public walks and terraces, and the view from it is charming. The principal is a clergyman of the Church of England, who is assisted by a staff of eleven professors.

To the east of the harbour rises a steep and lofty ridge of granite on which is Fort Regent, an interesting modern fortress commenced in 1806, and completed in 1815 at a cost of £1,000,000 sterling. It is accessible to visitors, and the views from it are very fine.

Elizabeth Castle is an old and now useless fortress, built on the rocks to the west of the harbour. It is detached at high water, but connected by a causeway about a mile in length, laid bare at half-tide. castle was constructed in the present state in the reign of Queen Elizabeth, on the ruins of an old abbey on the same spot, founded in the twelfth century. It is much larger and more capacious than could be supposed from its external appearance, and during the Commonwealth held out against the Parliamentarians for more than six weeks.\* Nearly adjacent, though on a detached rock, is a ruin called the Hermitage, certainly of very ancient date. It is constructed of small stones, of very rude masonry, and, according to tradition, was once tenanted by St. Helier, who was murdered here by Norman pirates. It has been repaired, and is worth a visit.

The public library of St. Helier's is a plain brick building in Library Place, near the Royal Square.

A telegraphic cable, laid between Jersey and Portland in 1858, broke in 1861; another was laid in 1869 between Fliquet Bay and Pirou, in Normandy; and a third, now under the Post Office authorities, was completed in 1870. Messages may now be sent by telegraph to any part of England or the Continent.

There are several clubs in St. Helier's, of which the principal are—the Victoria, in Beresford Street; the United Club, the Albion, the Liberty Club, in Bond Street, and the Cæsarean Archery and Croquet Club. The Agricultural and Horticultural Society is

<sup>\*</sup> Charles II. resided here on one of his visits to Jersey.

well conducted and very useful. There are several banks, including a savings' bank on the old system, with a penny bank attached, and a post-office savings' bank.

Several English as well as French newspapers are published in Jersey. Belonging to the former are the "Jersey Observer," thrice a week, the "British Press," the "Independent," and the "Evening Express;" and to the latter, the "Chronique de Jersey," "Le Constitutionnel," and "La Nouvelle Chronique."

Besides the Victoria College the number of schools is very large. There are 26 boys' and 32 girls' schools. In the country schools the French language is taught with the English, but in the town the English tongue prevails.

Besides the buildings and institutions already mentioned, there are in St. Helier's a hospital, combining an infirmary, a poor-house, and a temporary refuge for the homeless. The building is large and well situated, with ample space around. Not far from the hospital is the gaol, a large building, constructed of granite, at a cost of about £19,000. In Grouville Parish, a splendid building has been erected, at a cost of about £20,000, for a Lunatic Asylum, into which patients are admitted from foreign parts.

At the present time there are no antiquities in or very near St. Helier's, except the Hermitage and the old castle. So lately as in the year 1785 a magnificent Druidical temple, of large proportions and unusually perfect, crowned the hill then called the Mont de la Ville, on which Fort Regent now stands. It was re-

moved to admit of the construction of the fort, and transplanted to England, where it was erected in the park of Marshall Conway in Berkshire. This cromlech has been covered with a tumulus.\*

Another building, a chapel, much more modern, though belonging to the middle ages, and dedicated to "Notre Dame Des Pas," or our lady of the steps, was also removed to make way for the works of the fort.

On the cliff below the fort, looking towards St. Aubin's Bay, the geologist may see a very good section laid bare by the road-cutting. It presents clear indication of an ancient beach, with large rolled pebbles many yards above the present highest level of high water.

To the north of St. Helier's are two beautiful valleys, the Val des Vaux, and the Grand Val, which afford beautiful walks full of interest to the botanist. Many rare plants may be found both on the hills and in the valleys, and on the salt marshes adjacent.

Immediately round the town there is hardly so much of interest for the marine zoologist, as in some of the rocky bays. Still St. Clement's Bay will afford ample scope for the careful observer, and the microscope will be found a never-ceasing sourse of rational amusement.

There is much English society in St. Helier's, which

\* A model of this cromlech is preserved in the Fitzwilliam Museum, in the University of Cambridge. It must have been one of the finest and most perfect of the smaller constructions of this kind laid bare in modern times.

is largely composed of retired officers of the two services, and their families.

The best general views of the town and bay are obtained from Fort Regent and from the College grounds. The College is reached from Royal Square by way of Queen Street. The grounds include terraced walks, and much variety as well as beauty is obtained by the winding of these walks on the steep face of the hill crowned by the building. The view from Fort Regent is hardly inferior.

On numerous farm-houses in the interior of Jersey letters are cut in the stone over the doorway. These represent the initials of the husband and wife who were the original occupants.



ENTRANCE TO A HOUSE IN GOREY.

## EXCURSIONS FROM ST. HELIER'S.

The following places are arranged in alphabetical order, for the convenience of Tourists:—

### ANNE PORT.

(Distance from St. Helier's, 5 miles N.E.)

A small port and harbour close to Mont Organil. and a little to the north of the headland on which the castle is built. At this point the picturesque and rocky cliff-scenery of the northern part of Jersey may be said to commence, and this little bay—the smallest round the island-contrasts singularly with the larger but flat bay of Grouville. Behind it, at a short distance, is a Druidical monument, one of the best now remaining in Jersey. It is composed of nine stones supporting a flat stone. All are of granite, and the flat stone measures fifteen feet in length, ten in breadth. and about three in thickness. It is estimated to weigh twenty tons. Beneath it, some years ago, some pottery and bones were found, besides flint implements. stone coffins under this cromlech were three skeletons, They were without heads, two males and a female. but belonged to a small race.

This cromlech is in an enclosed field, but is easily found. It is well worthy of examination. Anne Port is not far from Gorey. (See MONT ORGEUIL and GOREY.)

## ARCHIRONDELLE TOWER

(Distance from St. Helier's, 51 miles N.E.)

A small tower picturesquely placed at the southern point of St. Catherine's Bay, on a detached boss of syenite, near a curious cherty mass to the south, forming the adjacent headland of La Crête. A breakwater has been commenced by government near this rock, originally intended to meet another commencing at Verclut Point, and enclose the harbour. It is not likely to be continued.

### BEAU PORT.

(Distance from St. Aubin's, about 2 miles W. by S.)

Turning off from the carriage road to the Corbiéres, a little before reaching the sixth mile-stone from St. Helier's, a path will be found which leads to within a hundred yards of a curious natural recess in the cliff bearing this name. Within an area of a few acres there are several pinnacles and needles of rock, of various sizes and proportions—noble, rugged, and picturesque masses projecting into the sea, and huge fallen fragments forming caverns, with entrances like those to Egyptian temples. There are few things in Jersey better worth seeing by those who admire savage rocky grandeur, such as Salvator Rosa might have loved to paint.

#### BONNE NUIT

(Distance from St. Helier's, 51 miles N. by W.)

A bay, or rather part of a bay, near the middle of the north side of the island, separated only from

Giffard's Bay by a low reef of rocks running out to a The whole of the beach in this part of the island is of rounded pebbles, but the cliffs behind are generally composed of great thicknesses of angular blocks, fallen from above and much decomposed, covered by good vegetable soil, and a thick coat of In Giffard's Bay there is a small green even in winter. stream winding through a very deep gorge, which has been eaten out by the water, but is absolutely choked with vegetation. Bonne Nuit is bare, especially in the upper part, where the rocks jut out from the stone-covered surface in a number of fanciful forms. The descent to Bonne Nuit from the picturesque granite quarries of Mont Mado immediately behind, is very beautiful, and includes a rich variety of rock and water scenery, with reefs of rock running out into the sea at a short distance.

The geologist will find in Bonne Nuit harbour a curious group of chert and hornstones, passing, in Giffard's Bay, into an exceedingly hard quartzy conglomerate, penetrated by greenstone veins. This conglomerate is quite distinct from that on the side of Bouley Bay.

## BOULEY BAY

(Distance from St. Helier's, 42 miles N.)

A fine bay on the north coast enclosed between two projecting and bold headlands, called respectively La Tour and Vicart. The bay itself is two miles across, and recedes fully one mile. On the side to the east

are numerous broken, rocky headlands, projecting into The cliffs are high and rise gradually towards the sea. the west, where they are at least 250 feet above the sea, but they are not remarkable for picturesque beauty. Vicart, the headland that encloses the bay to the west, is bold and bluff, and from it as well as from La Tour a good idea is obtained of the coast-line. The reef of islands and rocks called the Dirouilles and Ecrehou are opposite the bay, and they are seen at low water At high water the rocks are detached as a reef. In clear weather the French coast is very and large. visible from the cliff, and at all times there is a very fine view from the high ground behind the bay. The direct road from St. Helier's runs past Trinity Church, but from that point there is only a country road to the bay. (See page 85.)

There is good anchorage in Bouley Bay, and only a few dangerous rocks, all of which might be removed. The channel is open, the water gradually shoaling from thirty to twenty fathoms, and then more gradually to fifteen. There is at least six fathoms of water everywhere in the bay quite close to the land, except in the three or four cases where the rocks come near the surface. It was at one time proposed to continue a small breakwater already commenced, and form here a harbour of refuge, but the plan has been abandoned.

The cliffs enclosing Bouley Bay are everywhere high and steep, but they are almost without exception clothed with verdure even in mid-winter. They are too vertical close to the sea to allow of a descent in many places; but it is possible, though not very pleasant, to follow a sheep-path about half way down the cliff, which will enable the pedestrian to pass completely round every part. The road descent to Bouley Bay is by a steep zig-zag, opening out numerous fine views from the Jardin d'Olivet, where there is a prominent but ugly building. Immediately beyond Vicart, the western extremity of Bouley Bay, is a small harbour and a little fishing station, behind which the cliff rises rapidly and forms a bold bluff headland. There is here a pretty coomb, or semi-circular depression of the surface, communicating with the interior, but the hills are bare and rather monotonous.

### CORBIERES.

(Distance from St. Helier's, about 7 miles W.)

A group of very grand and picturesque rocks jutting out into the sea, with extreme boldness, from the south-western extremity of the island. The rocks are the haunt of the cormorant or sea raven (corbiére), whence the name. They form the southern termination of St. Ouen's Bay, and are close to the course of the steamers coming from Guernsey to St. Helier's.

The rocks are detached at high water, but a broad causeway of boulders and jagged ends of granite connects them with Jersey during a large part of each tide. Their varied and broken outline, whether seen from the sea or the neighbouring shore, is always in the highest degree picturesque. They rise in majestic grandeur, forming a bold extremity to the island in this

direction, and they group well with the rocky coast adjacent. It is not difficult or dangerous, though rather tedious, to reach the rocks on foot at low-water.

A lighthouse stands on one of the rocks of the Corbières.

### COUPE.

(Distance from St. Helier's, 62 miles N.E.)

A curious and nearly detached headland terminating towards the north the bay called Fliquet Bay on the east coast. The Coupe is the extreme north-easterly point of Jersey. Its altitude is not remarkable, and the neck that connects it with the main island is neither very narrow nor very deeply cut, nor are the sides precipitous. It is interesting, however, to the geologist as corresponding to similar nearly-detached headlands in Guernsey and Sark. A little to the N.W. of Coupe is

#### COUPERON.

(Distance from St. Helier's, 51 miles N. by E.)

A headland something like the Coupe, terminating to the north the little bay called Saie harbour, and to the south one side of an exquisite little gully called the Douet de la Mer. Rozel Bay immediately succeeds. There are Druidical remains near the headland. See SAIE HARBOUR, page 75, and ROZEL BAY, page 74.

# CRABBÉ.

(Distance from St. Helier's, 7 miles N.W.)

A deep funnel-shaped gorge running far back into the land, near and on the east side of the Grève de Lecq, on the north-east. There is access to it by a steep path, and the appearance of the naked vertical walls of granite and frowning jagged precipices, enclosing a little cave below, is wonderfully grand. Two or three other similar but rather smaller inlets and gorges may be discovered by a little investigation not far off. (See GREVE-DE-LECQ.) The tourist may experience some difficulty in reaching this point, but it ought not to be omitted if time allows. See page 61 and Map.

### CREUX DE VIS.

(Distance from St. Helier's, about 7 miles N.W.)

A magnificent cavern, part of the top of which has fallen in, situate to the south-west of Les Mouriers Waterfall. It is reached from the road from Grève-de-Lecq, after passing Crabbé on the road to La Houle, down a narrow roadway, through a small valley, which leads to a path round the edge of the cliff to a shed where an entry to the upper part of the Creux can be obtained. The descent (fee 2d.) is somewhat difficult, but not by any means dangerous. At the bottom a vast cavern is seen opening to the sea, through which the waves come dashing in.

## LA CRETE POINT.

A headland of considerable grandeur and somewhat lofty, separating Anne Port from St. Catherine's Bay. The rock is chert, almost columnar, and jointed very regularly. The chert projects from the soil, broken into irregular forms, and the intervals between these naked jagged masses are filled with furze and the prickly leaved plant called Butcher's broom. (See St. Catherine's Bay, page 78 and map). This is a point of special geological interest.

## DIROUILLES AND ECREHOU ROCKS.

A group of rocks about four miles north of the north coast of Jersey nearly opposite Bouley Bay. They are

several in number and dangerous to navigation, but there is a fair channel between them and Jersey. The area occupied by the shoals and rocks included under these names is not less than 16 square miles. Some of the Ecrehou rocks are of large size. They are not now inhabited, but there is some vegetable soil on them, and there are ruins on the largest, said to be those of an old chapel dedicated to the Virgin Mary. There was here a priory of the abbey of Val Richer, near Lisieux in Normandy. (See Bouley Bay.)

# ELIZABETH CASTLE. (See St. Helier's.)

#### ETAC OR L'ETAC.

(Distance from St. Helier's, 8 miles W. by N.)

Under various names—derived no doubt from the French le Tas, a heap—there are prominent detached masses of rock in most of the Channel Islands. In Jersey, one of these on the west coast, forming the northern horn of the great Bay of St. Ouen, is called l'Etac. Its shape is pyramidal, and seen at a distance it resembles a pile of stones. On a nearer approach the true character of the rock is seen.

Few single rocks on the coast of Jersey are more picturesque than this pyramid, and there is a small village near the foot much resorted to from St. Helier's for pic-nics. There is good accommodation at two Hotels, from whence the tourist may visit some of the best points on the coast, including La Pule, another singular pinnacle of rock (see page 73.) The northern part of

St. Ouen's Bay and the pond may also be included. There is a direct road to l'Etac from St Helier's, and there are hotels at the village.

## FLIQUET BAY.

(Distance from St. Helier's, 51 miles N.E.)

This is the last bay on the east side of the island towards the north. It is separated from St. Catherine's Bay by the headland of Verclut point and the breakwater. It is a pretty little bay with a martello tower and a few houses on its shores. The northern extremity is La Coupe, which see. Fliquet Bay has a pebble beach, a phenomenon somewhat rare round the coast of Jersey. The vegetation comes down to the water's edge, and sands here and there cover the pebbles. At intervals the hard rock peeps through. The cliffs fall back, and are not high.

#### GIFFARD'S BAY.

The name given to the eastern part of Bonne Nuit Bay. The rock here consists of a peculiar conglomerate, penetrated by basaltic dykes. It will repay examination. (See Bonne Nuit and Mont Mado.)

## GOREY OR GOURAY.

(Distance from St. Helier's, 4½ miles E.N.E.) British Hotel; Hotel de France.

A fishing village and small harbour at the northern extremity of Grouville Bay, close to a fine headland, on which frowns the ivy-mantled castle of Mont Orgenil (see page 67). The village consists of a well built street,

extending from the beach to Grouville. Either of the Hotels afford excellent quarters for the pedestrian desirous of investigating thoroughly the eastern and north-eastern parts of the island. Lodgings may be had at Gorey, and it is much visited in summer.

Gorey was at one time noted for its ovster-fisheries. but the beds have become unproductive and the trade is now insignificant. The oyster-ground lies towards France, but the Jersey boats are not allowed to fish within three miles of the French shore. Besides the boats belonging to Jersey, many others came from the southern coasts of England, and the quantity of oysters fished was very large, employing some 400 cutterrigged vessels and upwards of 2000 men, besides a number of women and children. The average annual yield amounts to nearly 300,000 bushels. Castle battlements, the beautiful spires of Coutances Cathedral, in Normandy, are, in clear weather, distinctly visible to the naked eve.

To reach Gorey from St. Helier's the visitor has a choice of routes.—There is the Eastern Railway at frequent intervals. There are also carriages for hire, and, with a hired conveyance, the tourist may strike into the interior on leaving the town, rising at once and proceeding in a direct line, passing St. Saviour's Church and La Hougue Bie. Another road passes Samarez Manor, and then following the south coast by Pontac, conducts along the shores of St. Clement's and Grouville Bays. One road should be selected to go and the other

to return. Both are very beautiful. A third road passes Grouville Church and Longueville Manor-house.

The objects of interest in the neighbourhood, include Mont Orgenil (see page 67), Anne Port, and the cromlech behind it (see page 49), Grouville Bay to the south (see page 63), and St. Catherine's Harbour (see page 78). To the geologist, the conglomerate in the latter bay, and the cherts and quartzites that intervene between the syenite of Anne Port and the conglomerate, are extremely interesting.

# GREVE D' AZETTE. (See SAMAREZ BAY.)

# GREVE AU LANÇON.

(Distance from St. Helier's, 9 miles W.N.W.)

A remarkable bay on the north-western extremity of the island between Plemont Point and Cape Grosnez. It is the furthest of the bays from St. Helier's, and the best worth visiting, and no one can be said to be acquainted with the coast-scenery of Jersey without spending some time in penetrating its numerous caves and recesses. It is not a large bay, the distance across being less than three-quarters of a mile. Its shape is semicircular. It is comparatively easy of access by a path on the slope of Plemont Point, continued by steps on the granite. Elsewhere it is shut in by precipitous cliffs of considerable elevation. At one point, where the cliff is somewhat less lofty than elsewhere, a small

stream of water, coming from the interior, falls over a wall of rock about fifty feet high into a nest of caverns.

The great peculiarity of the Grève au Lançon is the succession of caverns and narrow fiords, alternating with rocky reefs projecting for some distance into the sea. These are continued beyond the lowest tide, reaching indeed to the extremity of Grosnez, under which is a cave. The number of caverns it is difficult to estimate. Six may be visited in succession at all times except near high-water—some are connected by low natural vaults, but most of them are detached. The height in the interior of the caverns varies, rarely exceeding 20 feet. The floors of these caves are strewn with a curious mixture of blocks of white granite and large perfectly rounded pebbles, while the walls are of pink and dark grey granite. Small cascades and pinnacles of rock, and occasional wide expanses of smooth white sand, complete the scene.

The telegraph wire from Guernsey was carried over this part of the Jersey coast, but it lasted only a short time in a state to transmit messages.

The Grève au Lançon is so called from the number of sand-eels sometimes taken there. These fishes are called *lançon* both in Jersey and Guernsey. The bay is best reached from the Grève de Lecq where there is a comfortable hotel. The walk along the coast is very fine, passing more than one deep hollow and narrow gorge before Plemont is reached. Although the distance from the Grève de Lecq does not appear to be two miles, a day may well be occupied in a trip to and

from this bay, penetrating the recesses of the caverns, and working along the cliff and the promontory of Grosnez. Eastward from Grève au Lançon is

# GRÈVE DE LECQ.

(HOTEL—distance from St. Helier's, about 7½ miles W.N.W.)

A well-known sandy bay, reached by two good roads, and provided with good hotel accommodation. It is well adapted as a resting-place for those tourists who would enjoy and understand the magnificent cliff and cavern scenery of the north-western part of Jersey. One road descends from St. Mary's Church. It is extremely pretty at all seasons, and is richly wooded with many varieties of trees. The other descends from St. Ouen's Manor-house. It is even more picturesque, but the road is not so good for carriages.

From the Grève de Lecq rises the Castel de Lecq, distinguished by a flagstaff. From this commanding position we obtain a view of the profound abysses walled in by steep cliffs, into which the ocean rushes with continual foaming and dashing sound. To the east is the gulf of Crabbé (see page 55); to the west the Grève de Lecq, and beyond it Plemont Point, the east extremity of the Grève au Lançon (see page 39). Beyond, in the Bay, are the Paternosters or Pierres de Lecq (see page 71), and a rough path descends a gully, in which is a pretty waterfall and a small cavern overhung with ferns.

Further on to the west are other similar gullies, and

one remarkably deep narrow fiord with lofty vertical walls of granite. A stream tumbles down precipitately from the head of the fiord for a hundred feet to a shingle beach. The beautiful lanes about the Grève de Lecq abound in fine ferns.

# GROSNEZ, POINT OR CAPE.

(Distance from St. Helier's, about 91 miles W.N.W.)



RUINED ARCH AT GROSNEZ, JERSEY,

This headland, with Plemont—the two extremities of the Grève au Lançon—form the north-western extremity of Jersey. Deep inlets, faced with precipitous granite cliffs, the abode of sea-fowl, nearly cut off this headland from the rest of the island, and they ought to be approached with great caution (see page 59, and north-western extremity of map.) The scene around is wonderfully grand and wild in the extreme. A picturesque ruined arch marks the headland, and a

little in front of it are seen distinctly Sark, Herm, Jethou, and Guernsey in regular order, and apart by itself the coast of France. The inlets are floored with gigantic blocks of granite, some angular and some rounded.

# GROUVILLE (CHURCH and HARBOUR).

(Distance of the Harbour from St. Helier's, 4 miles E.)

A large open bay on the south-east of Jersey, reaching from the south-eastern extremity of the island to Mont Orgeuil, is known as Grouville Bay or Harbour. The village of Grouville occupies both sides of the road from St. Helier's to Gorey, and as the houses of both have gone on extending towards each other they may be said to form near one large village. The shores of the bay are low and composed of loose sand-hills constantly blowing over them and preventing cultivation. The views of Mont Orgeuil to the north, and Rock Point to the south, are always pleasing. There are five martello towers and a small fort on the shores of the bay.

On the neighbouring common the Grouville races are run. The railway to Gorey goes close to both the course and the town.

The geologist will see with some surprise in Grouville Bay a large number of chalk flints mixed with the other beach pebbles. The number is so large as

not to admit of any such explanation as that they have been accidentally conveyed thither as ballast.

There are points of considerable interest to the botanist in the sands of Grouville Bay.

HERMITAGE. (See St. Helier's.)

## HOUGUE BIE OR PRINCE'S TOWER.

(Distance from St. Helier's, 21 miles N.E.)

One of the favourite points of view in Jersey. a tower on a low artificial hill,\* from which a large part of the island and some of its peculiar beauties may be The tower is modern and not remarkable. built on a tumulus, probably of great antiquity.  $\mathbf{q}\mathbf{U}$ this hill a path winds through gigantic hydrangeas,† fuchsias, and other flowering plants and shrubs. position of the tower is about the middle of the eastern part of the island, and it may be visited either on the way to Mont Orgeuil or Bouley Bay. From the summit of the tower the view is very pleasing. On three sides the sea is seen, and the numerous rocks that bristle up round the island form a curious fringe to the green clothing of its surface. The breaking up of the surface into hills, and the numerous little valleys and gorges that help so much to render the island beauti-

<sup>•</sup> There are several low hills in Jersey locally called *Hougues*. They are for the most part of artificial origin, and some of them are very ancient and cover cromlechs.

<sup>†</sup> Throughout the Channel Islands the hydranges blooms of a delicate blue colour, and grows to a very large size.

ful are hardly perceived, but the eye rests on a rich alternation of wooded and cultivated patches, which towards the west form a fine horizon. Towards the north is seen the fringe of islands beyond the coast known as the Dirouilles, and to the south and southeast the line of the French coast is seen. All the curves of the bays from St. Catherine's, round by Grouville and St. Clement's, to St. Aubin's Bay, and as far as Noirmont Point, are easily made out.

During the middle ages there was a chapel on the Hougue Bie, and a legend concerning the place possesses some interest, owing to the great rarity of legendary lore in the Channel Islands generally. The legend tells that once on a time there was a great serpent in Jersey that was very mischievous. The lord of Hambey alone ventured to attack this pest, but he succeeded and cut off the monster's head. Afterwards the knight fell asleep, and his squire finding him there, slew his master, and boasted that he himself had killed the serpent. Giving this lying account, and adding that the dying master had sent a message to that effect, the lady of the knight was induced to marry this squire. truth came out in a disturbed dream, and the squire was executed. The disconsolate widow raised a monument in a conspicuous place, " quem nunc Hogam Hambeyam alias Hagam Byam vocitant." The monkish legend adds, "Hoga est pyramis obtusa e terrâ cujus modi Galli vocant mont joyes."

<sup>\*</sup> Some indications of the old chapel may still be found, among which a curious old font is worth a visit from the antiquary.

The ruins of the old chapel erected on the mound were converted into a tower at the end of the last century. It is 100 feet in height.

#### LA HOULE.

(Distance from St. Helier's, 7 miles N.W.)

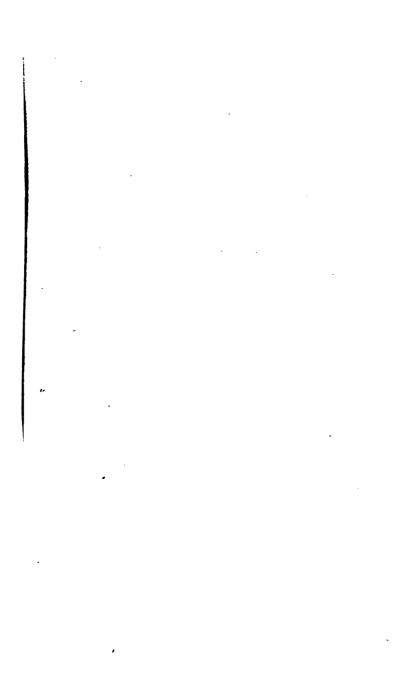
A grand ocean-pool nearly surrounded by high precipitous cliffs, situated just beyond Sorel Point, the northernmost headland of Jersey. The word alludes to the disturbed condition of the water in the pool (mer houleuse, a stormy sea). La Houle may be visited from the Grève de Lecq, after seeing Crabbe and the Mouriers waterfall.

#### LES LANDES.

A singular high table-land in the north-western part of Jersey, between Cape Grosnez and St. Ouen's Bay, crossed in proceeding from Grosnez Point to the Pinnacle Rock (la Pule, p. 73) and l'Etac, p. 56. It is covered with tufts of heather and furze, and intersected by a ditch or canal. There is no great thickness of soil, and some parts of it are marshy.

### MILLBROOK.

One of the prettiest streams in Jersey gives its name to the village which forms the western suburb of St. Helier's on the coast. Just beyond the most western houses of Millbrook, on the roadside, is Bel Royal, a humble-looking house, where Charles II. is said to have concealed himself. The next village is Beaumont, after passing which we reach St. Aubin's, see page 75. On the





MONT ORGEUIL, JERSEY.

heights above Bel Royal are some of the largest vineries in the island.

#### MONT MADO.

(Distance from St. Helier's, 5 miles N. by W.)

This name is given to some quarries of pink syenite behind Bonne-Nuit Harbour, in the northern part of the island. The rock quarried consists of a vein about a hundred feet wide, with very rotten granite walls. The vein runs north and south, and is crossed by magnificent joints or backs. Large blocks can be obtained, but the quantity of good stone is very limited. The stone is hard and tough, and works well, with very little waste. There is a fair local demand, but little is exported. The quarries are worth visiting, as the scenery around is pretty and richly wooded. Numerous quarries of similar stone are worked at various points on the coast adjacent. They are always picturesque, and often afford fine views of the precipitous cliffs adjacent. See N. of Map.

#### MONT ORGEUIL

(Distance from St. Helier's, 42 miles N.E. by E. Reached by railway from St. Helier's to Gorey, where there are hotels.)

This interesting and picturesque ruin stands on a projecting headland of granitic rock that separates Grouville Bay from a small cove adjoining it to the north. The cove is shut in by bold cliffs, and jagged pinnacles of rock that rise abruptly from the sea.

The position of Mont Organil is certainly very fine, and the effect in its present state is satisfactory. It is

solid, massive, and imposing, and harmonises well with the surrounding scenery. From its approaches, from the various terraces, and from the windows, are brought successively into view the open bay to the south, including the harbour of Gorey, with its fleet of oysterboats, and the harbour of St. Catherine's, with the wooded interior of the island. On the distant horizon the white shores of Normandy and the cathedral spire of Coutances are distinctly visible when the sky is tolerably clear. This castle is the commanding object of the east coast of the island, and occupies the central point of that coast. Seen at a distance, it is a grand mass of building, but it hardly repays close The remains of its last occupation, and examination. the marks of adaptation for barrack purposes, interfere with the historical as well as the picturesque impressions.

It was chiefly during the Great Rebellion, and while serving as the prison of the Parliament party on the retreat of Charles II., that this castle obtained its importance. Parts of it are believed to be Roman, and to have been constructed by Julius Cæsar; but this is doubtful.

The position of the castle is strong, as well as picturesque. It is surrounded on three sides by the sea, and towards the west is only connected with the land by a rocky neck of considerable length, defended by various fortifications built out of the solid rock. The interior is roomy, and various apartments of good proportions are contained within it. There is a small

detached rock called Cæsar's Fort close by. castle appears to have been already a place of some importance in the reign of King John, as he is said to have strengthened and enlarged its fortifications. From time to time it is alluded to in the local histories, but there seems no account of extraordinary events connected with it during the latter part of the middle ages. In the days of Queen Elizabeth it was, however, an important post, and could not fail to come into use during the troublesome times that arose after the It must always have been one of death of James I. the most striking points of view, and one of the strongest posts on the coast of Jersey. In this respect it compares well with Elizabeth Castle, close to St. Helier's, and with Castle Cornet, in Guernsey.

Mont Orgueil Castle is said to have been inhabited for a short time by King Charles II., when that monarch sought refuge in the island, and his apartments are shown. Before that, George Poulett had resided there under Queen Elizabeth, and Sir Philip de Carteret under Charles I. In the same reign Prynne was confined here for nearly three years. Here he wrote a description of the castle more quaint than poetical.

"Mont Organil Castle is a lofty pile,
Within the eastern part of Jersey isle,
Seated upon a rock, full large and high,
Close by the sea-shore, next to Normandie;
Near to a sandy bay, where boats do ride,
Within a peere, safe from both winds and tide."
Etc. etc.

There is no charge for admission to see the interior

of the castle, and the objects usually visited are (1) the remains of the chapel; (2) a deep well, said to be Roman; (3) the ruins of the old prison for island culprits; (4) the room where Bandinel and his son were confined in the time of Charles I.; (5) the cell in which Prynne was confined; (6) the apartments of Charles II.

#### MOURIERS.

(Distance from St. Helier's, about 7 miles N.W.)

A wild desolate part of the northern extremity of Jersey between Crabbé Bay and La Houle. Here one of the principal streams of the northern part of the island, formerly used to work some mills, but now allowed to run down a naked valley in a rapid torrent past the desolate ruins of the mills, leaps down a vertical wall of granite about twenty feet into a dark pool. It is not easy to find, but may be reached from the Grève de Lecq, after passing Crabbé, and before reaching Sorel Point and La Houle. It presents a contrast to almost everything else in the island. Near here, to the S.W., is the Creux de Vis. (See page 55.)

#### MOYE POINT.

(Distance from St. Aubin's, 3 miles S.)

One of the principal headlands between the Corbières and St. Brelade's Bay, on which is a signal station communicating with St. Helier's, and announcing the arrival of all ships from the north and west. Not far from the signal are two chimney-like holes in the rock, perforated

through a cliff of large angular fragments of granite. These holes or *creux* are close to each other, and can be descended under favourable conditions of tide. They should be visited on the way from St. Aubin's or St. Brelade's to see the Corbières rocks. The stone used for the Thames Embankment and Chatham Docks was taken from Moye Point.

## NOIRMONT.

A considerable promontory of high land separating St. Aubin's from St. Brelade's Bay. The wide tract of land here is chiefly covered with furze and heather, terminating at its southern extremity in two points. These are Noirmont Point to the east, and Fret Point to the west, and between them is a little cove called Portelet Bay. Noirmont is a signal-post station.

# PIERRES DE LECQ OR PATERNOSTERS.

The name given to the westernmost of the three groups of rocks that range parallel to the north coast of Jersey, at a distance of about three miles from the island. These rocks are seen from the cliff above the Grève de Lecq. (See Greve de Lecq., page 61.)

#### PLEMONT.

(Distance from St. Helier's, 9 miles W.N.W.)

An important headland, nearly detached, forming the north-eastern horn of the Grève au Lançon or Sand-eel Cove, in the north-westernmost extremity of Jersey, and famous on account of its caverns, which may be

best visited from the Grève de Lecq. Care should be taken to ascertain first the state of the tide before venturing among these dangerous rocks. They can also be visited from the Grève au Lançon. See page 59, and N.W. corner of map.

#### PONTAC.

(Hotel-Distance from St. Helier's, 22 miles E. Railway Station here.)

A pleasant and pretty village near the middle of St. Clement's Bay, much resorted to in summer by picnic parties. On the sands there are good opportunities for sand-eeling, a favourite amusement on moonlight nights in summer. The land about is cultivated to the water's edge, and naked rocks project above the vegetable soil in the fields. The hotel at Pontac is extremely comfortable. There are ornamental grounds and a miniature fac-simile of the Hampton Court maze.

### PORTELET BAY.

(Distance from St. Aubin's, 12 miles S.)

A small picturesque bay open to the south at the extremity of Noirmont promontory. A martello tower on a rock rises boldly out of the centre of the bay. Bold hills and steep cliffs nearly enclose it, there is a charming drive of a mile and a half from St. Aubin's to this place, after which the visitor should proceed to St. Brelade's Bay with its heathery slopes. See page 77.

## LA PLATTE ROCQUE.

A mass of low rocks at the east of St. Clement's Bay on which the French under Baron Rullecourt landed in 1781.

## LA PULE OR PINNACLE ROCK.

Distance from St. Helier's, about 81 miles N.W by W.

A grand and singular pinnacle of rock almost detached, consisting entirely of granite, and not less than from 150 to 180 feet high. It lies between Cape Grosnez and l'Etac, on the cliffs of the tract called Les Landes, and presents an appearance of parallel layers of rock inclining inland, but this is not the real structure. It is not considered easy of access, but is within the compass of a very easy walk from l'Etac village. Here a fine vein of lead ore has been discovered.

# QUENVAIS.

A tract of land in the south-western part of Jersey, extending north and west from St. Brelade's Bay, and meeting the sandy lands on the southern half of St. Ouen's Bay. The district is elevated and was formerly fertile, but owing to the prevalence of westerly winds the sands, at first drifted on the shores of St. Ouen's Bay, have been carried steadily onward. Lifted up the slope they have risen gradually to the level of the table land. It is believed that the actual destruction of the old farms took place only about the end of the fifteenth century. It has been found hithertc impossible to check the advance of the sands.

# ROZEL (Village and Bay).

(HOTEL-Distance from St. Helier's, 52 miles N. by E.)

Rozel is one of five principal fiefs into which the whole of Jersey was divided in feudal times. They are called "Fiefs Hauberts," and are held directly from the crown by knight's service. There are other minor fiefs. In the village and near it are several houses and properties of interest, and the bay, though small, is at the foot of a fine bold valley running up the country and traversed by a carriageable road. It is a great place of resort for pic-nics during summer.

Rozel Bay is on the north-eastern coast, and the village is close to the water, and is chiefly inhabited by fishermen and their families. There are some dilapidated barracks on the shore well adapted for the shelter of the parties who visit the bay for the sake of a day's pleasure. The bay is shut in.

The manor-house is on the high ground, and offers nothing remarkable; but there is an interesting residence called *La Chaire*, formerly the property of Mr. Samuel Curtis, whose great knowledge of botany enabled him to lay out his grounds so as to take advantage of the extremely mild and equable climate of the island. Mr. Curtis also carried on here some interesting horticultural experiments, the results of which visitors are admitted to see. A short way east of Rozel Village is Saie Harbour.

#### SAIE HARBOUR.

(Distance from St. Helier's, 51 miles N. E.)

An exceedingly picturesque and broken bay on the north-eastern extremity of the island next Rozel Bay to the east, and separated from it by the fine headland called the Couperon. The beach is composed of very irregular ridges of pudding-stone, covered with weed, and-rising out of a field of pebbles of all shapes, sizes, and colours, derived from the same rock. Near the steep rocky background of cliff are huge masses of the same conglomerate, not yet broken up by the waves, but strewn about in the richest confusion. A wooded gorge, called the Douet de la Mer, intervenes between Saie Harbour and Rozel Bay. Both the harbour and the Douet should be visited.

#### ST. AUBIN'S.

(Distance from St. Helier's, 4 miles W. by S.) A railway runs between St. Helier's and St. Aubin's.

St. Aubin's Bay occupies the central part of the south coast of Jersey, being enclosed by Noirmont promontory on the west, which separates it from St. Brelade's Bay, and by the low land and marsh of Samarez on the east, separating it from St. Clement's Bay. From Noirmont Point to La Motte the distance across is about  $5\frac{1}{4}$  miles. It is one of the largest, and is usually regarded as the most picturesque of the Jersey bays; but though much larger, it cannot compare in picturesque beauty with the numerous bays of the

north, north-east, and north-west coast. Not only is it surpassed by these in grandeur and picturesque beauty, but St. Ouen's also is larger, and in some respects finer. St. Aubin's, however, possesses the great advantage of having on its shores the two principal towns of the island. A large population being thus concentrated within a short distance of its coast-line, there are numerous buildings and gardens, and much greater variety of style than is seen elsewhere. There is a charm in this mixed scenery that the grander but more solitary beauty of the rocky bays does not approach.

The hills behind the shores of St. Aubin's Bay rise rapidly, and form an enclosing ridge of table-land. Their sides are for the most part covered with vegetation, and indeed are almost everywhere cultivated. Many houses and villas are seen, and there is a good road skirting the coast, as well as numerous branch roads.

On the road to St. Aubin's from St. Helier's there is a large hotel (the Marine Hotel) and a bathing establishment called the Alexandria Baths. Bathing machines and good bathing may be had here.

Small groups of rocks connected with the shore at low-water face each other on the east and west horns of the bay. On the east side Elizabeth Castle is built on one of these, and on the west is St. Aubin's Castle. The town of St. Aubin's is small, but clean, and has two or three decent inns and a market-place. Lodgings may be had. There are no remarkable public buildings.

Immediately behind St. Aubin's, on the road to St. Brelade's, is a hill of decomposed granite, where the rotten stone is dug into,

like gravel. The decomposition is local, but has extended to a great and unusual depth. It is worthy of a visit from the geologist. A short way west of St. Aubin's is

#### ST. BRELADE'S.

(Distance of the Church from St. Helier's, 51 miles W. by S.)

This most beautiful bay and interesting locality extends from Fret Point, the south-westernmost extremity of Noirmont promontory, to Les Juteurs—a headland separating St. Brelade's Bay from the little cove of Beau Port (which see). Noirmont promontory separates it from St. Aubin's Bay, and there is a continuance of grand rocky cliff scenery westward to the Corbières, the south-western extremity of the island.

On the western side of the bay there is a delicious little cove, with fantastic rocks and recesses, known as the Creux Fantomes, or fairy caves. It is well worthy of a visit, though seldom explored. Close to the little headland that forms the cove in question is seen the church of St. Brelade's, one of the oldest buildings, and certainly the earliest Christian church in the Channel Islands. The actual building dates from the early part of the twelfth century, and though now the churchyard walls are washed by the waves, it was no doubt originally at some distance from the shore. The church is small and plain, and without tower or spire, but is singularly picturesque. Closely adjoining is a small chapel, known as the Chapelle des Pècheurs, or Fisherman's Chapel. It is now desecrated, but contains some rude fresco painting. A curious gargovle will be observed over the western entrance to St. Brelade's Church.

St. Brelade's is perhaps the best point for visiting the grand scenery around the Corbières and the neighbouring cliffs on the south-western part of the island. The bay has several charming residences, and vegetation comes close to its shores. The east side is wild and not very accessible. There is good accommodation in the village,—the railway runs between St. Aubin's and St. Helier's.

#### ST. CATHERINE'S BAY.

(Distance from St. Helier's, 5 miles N.E.)

A bay of moderate dimensions, a little to the north of Gorey and Mont Orgeuil. It was at one time considered peculiarly adapted to serve as a harbour of refuge, for which purpose the necessary works were commenced from the two horns of the bay, but abandoned before being finished. Verclut Point, at the northern extremity of the bay, and the breakwater beyond, are the best points for seeing the bay. Verclut are some interesting quarries in the very curious conglomerate which covers all the north-eastern part of These conglomerates are stratified, dipping the coast. about 30° to the north-east. There is a small tower on the shore about mid-way between the two ends of the bay. The scenery about St. Catherine's Bay is rather pleasing than grand, and is finest towards the northern end. It is very easily reached, being about one mile east of St. Martin's Church. "The Druid's Temple" is in the immediate neighbourhood.

# ST. CLEMENT'S (Bay and Church).

(Distance of Church from St. Helier's, 21 miles E.)

St. Clement's is separated from St. Helier's by the marshy promontory of Samarez, described on page 84. Without being bold, and having no cliffs of any height, its singular floor of rocks, laid bare at low water, renders this part of the Jersey coast very striking. If visited near high-tide, an expanse of water is seen, smooth or rough according to the state of the sea beyond, but unbroken except by a few islands and rocks of small size. A few hours afterwards, especially at the eastern end, the whole surface is black with innumerable rocky islets, covered with weed. La Motte is one of the largest islands. This, and a few others, are clothed with vegetation, and appear to have become islands very recently. On the shore there are several houses and cultivated grounds besides the village of Pontac (see page 72). The railway to Gorey passes St. Clement's.

There is good sea-bathing by machines in the part of the bay nearest St. Helier's.

## ST. HELIER'S.

This being the principal town in the island, and the place from which most tourists will probably start, it is made to precede the alphabetical arrangement. (See page 41.)

ST. JOHN'S Church (1412) 53 miles from St. Helier's.

ST. LAWRENCE'S Church (1199) 31 miles.

ST. MARTIN'S Church (1116) 33 miles.

ST. MARY'S Church (1320) 53 miles.

These parish churches offer no special points of interest. St. John's is in the north of the island, near the Mont Mado quarries. St. Lawrence's is in the middle of the island. St. Martin's is behind St. Catherine's Bay, on the north-eastern corner. It communicates with the bay by a pretty and quiet valley, characteristic of the interior of Jersey. St. Mary's Church has been lately repaired. It is at the head of the beautiful watered valley that leads to the Grève de Lecq. In an island where there are few landmarks it is sometimes convenient to know the position of the churches, however little interesting they may be in themselves.

# ST. OUEN'S, or ST. OWEN'S (Bay, Church, Manor-House, and Pond).

(Distance of Church from St. Helier's, 61 miles W. by N.)

St. Ouen's is the largest of the Jersey bays. It faces the west, and its breadth from L'Etac to the Corbières is  $5\frac{1}{2}$  miles. Fine sands cover the shore, except where, towards the southern end, the rocks jut out and present their serrated edges. Owing to the rocky bottom, and the full exposure to prevalent winds and a great ocean, there is no safe anchorage except near a small rock, about half a mile out, called

La Rocco. The ground rises towards the interior to a table-land, but there is a wide intervening flat close to the sea, on which are several farm-houses. Both extremities of the bay are rocky and bold, but the southern extremity is the most rocky.

A curious pond or lake of fresh water exists on the flat sands and lands between high-water mark and the cliff. There are in it several kinds of fish, which have been introduced and breed very freely. Fresh water enters from the surrounding land, the rain filtering through the low sands, and the size of the pond varies from time to time.

There is no doubt that in former times the whole of the lands near the sea have been covered with forest, which has been destroyed by the gradual advance of the sands. It is probable, therefore, that there have been changes of level in this part of Jersey within a comparatively recent date. Guernsey affords similar proof of recent changes of level.

The Church of St. Ouen (1130) is near the manor-house, and at some distance from the sea. The building is old, but retains nothing of architectural interest. Its steeple is a useful landmark.

The Manor-house of St. Ouen is a very good and interesting specimen of one of the old feudal dwellings of the island, modernised at the close of the seventeenth century. It is a long rambling pile of building approached through an arched gateway of the time of Henry VII. The central part is more modern and of the time of Charles II. The wings are recent and of no

style whatever. The whole exterior has been modernised in the worst taste. There is a small square massive tower in the building, apparently very ancient, and probably much the oldest portion.

The interior is interesting. There is a spacious hall from which doors open to several rooms on the ground floor, and a fine oak stair-case conducts to the upper rooms. There are some pictures on the walls, but the only one of interest is a portrait of a figure on horseback with a view of the old Manor-house in the background. It is reported that one of the hereditary feudal lords of the manor of St. Ouen—a certain Philip de Carteret-had been out one day fishing in the pond or lake above alluded to, and was surprised by a party of French just landed. He had time to jump on his horse and gallop towards home, but to secure his retreat his only chance was to leap one of the hollow country lanes running between two banks. His horse carried him over safely and he escaped, but the poor animal perished.

This Philip de Carteret was the father-in-law of Margaret de Harliston, a celebrated Jersey heroine in the time of Henry VII. It is reported of her that she went alone to England very shortly after her confinement to appeal to the King against the treachery of one Matthew Baker, then governor of Jersey, who had falsely accused her husband of traitorous correspondence with the French. The expedition of this heroic lady is said to have been as successful as it deserved to be.

# ST. PETER'S (Valley and Church). (Distance of Church from St. Helier's, 42 miles W. by N.)

The parish of St. Peter's is in the western part of the island and chiefly in the interior. It is a fruitful and populous but little visited district. The valley of St. Peter's is one of the richest and prettiest though not the most picturesque in Jersey. At the entrance of the valley are extensive meadows and marshes, the result of a stream coming down from the northern part of the island, and watering a large district. Orchards and corn-fields, with numerous farm-houses and small homesteads, occupy the open part of the valley. Further up it contracts and becomes a mere narrow glen with little cultivation, but still higher it again expands, and the road brings us to the church. Its spire is one of the loftiest in the island. The railway passes the entrance to St. Peter's Valley. The St, Peter's Barracks are not far off. Asplet's vineries may be visited here.

# ST. SAVIOUR'S (Parish and Church). (Distance of Church from St. Helier's, 1 mile N.)

Like most of the parishes St. Saviour's is a long narrow strip of land ranging from north to south. The southern extremity includes the eastern suburbs of St. Helier's, while the northern reaches almost to Bouley Bay. The church (1154) is about  $1\frac{1}{2}$  mile from St. Helier's. It is not interesting. The churchyard is a picturesque retreat on an eminence under the shade of trees. It is much used by the English residents of St. Helier's, and the views from it are very beautiful. There

is a small endowment for a free school in this parish. It bears the name of St. Maglorius or Magloire, one of the patron saints of Jersey, who taught Christianity prior to St. Helier.

Not far from the churchyard at St. Saviour's there was once a large rocking stone, but it has now been broken up for building purposes.

#### SAMAREZ BAY AND MANOR-HOUSE.

(Distance of Manor-House from St. Helier's, 12 miles E.)

This is a cove in the eastern part of St. Aubin's Bay between Fort Regent and La Motte. It is also called the Greve d'Azette, but is not remarkable in any respect, the shores being flat, and a marshy tract intervening between the higher ground of the interior and the coast. There are numerous rocks exposed at low water. A cut called a canal, intended to drain this tract, was commenced but never completed.

The Manor-house of Samarez is in no respect different from an ordinary country house, but it is interesting as connected with the famous Dumaresq family.

A stone called the Witches Rock or Rockert, formerly stood in a field near Samarez, on the way to St. Clement's church.\* On this it is said that the witches of the island held their Sabbath. It is certainly as likely a spot as any other for the purpose. The railway to St. Clement's and Gorey passes through Samarez.

<sup>\*</sup> It has now been enclosed in the grounds of a private house, but can be seen from the high-road.

## SAUCHET.

(Distance from St. Helier's, 6 miles N. by E.)

A small cove on the north coast between Rozel and Bouley Bays. It is only remarkable for its pebble beach, and as showing the rate at which the sea is wearing away the coast and widening the gully which terminates in the cove. To the geologist it is for this reason both interesting and instructive.

## SOREL POINT.

(Distance from St. Helier's, 71 miles N.W. by N.)

A very prominent headland on the north coast, forming one arm of La Houle, a singular cove described in its place. From Sorel Point there is a grand and remarkable view both to east and west, as well as a fine sea view to the north. The headland stretches far out to sea in innumerable rocky points, and curious flesh coloured and deep pink veins of felspar are seen in the accessible granite cliffs to the east. It is not often visited, but will amply repay the trouble of reaching it to any one fond of wild scenery.

# TRINITY (Church and Manor).

(Distance of Church from St. Helier's, 81 miles N.)

The parish of the Holy Trinity is small, but includes within its bounds some of the most interesting scenery of the north coast of the island. From the second turning to the left after passing the church, which was founded in 1163, a beautiful scene presents itself. In

front is the winding road leading to Bouley harbour, beneath lies the blue sea, and in the distance the coast of Normandy may be descried in clear weather (see page 51).

## VAL DES VAUX.

A very beautiful valley opening out immediately to the north of St. Helier's. It may be followed up four or five miles. It is watered by a stream turning several mills. This valley introduces the pedestrian to some characteristic views of the interior. Branching from it many objects of interest may be reached. Among them is La Hougue Bie, elsewhere described.

### VERCLUT POINT.

(Distance from St. Helier's, 51 miles N.N.E.)

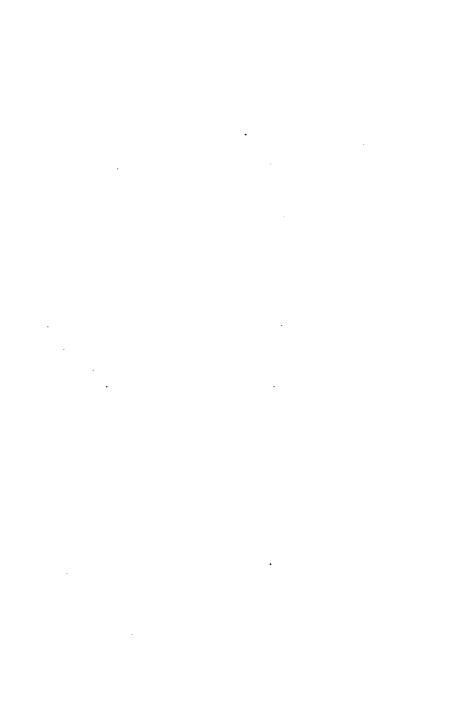
The northern extremity of St. Catherine's Bay is thus named. It is a detached point of rock close to the large quarries opened for the construction of the breakwater. The scenery here is very grand, and the breakwater carried out to seaward from the headland affords an excellent view of the bay of St. Catherine.

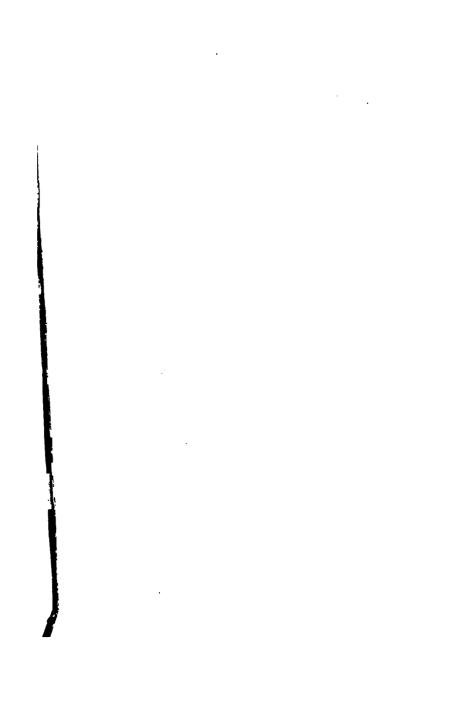
# VICARD (Harbour and Point).

(Distance from St. Helier's, 51 miles N.)

Vicard Point is the western horn of Bouley Bay. It is a grand and interesting headland, and affords fine views of the bay to the east. The harbour is a very small but bold and picturesque cove to the west. Vicard

Point is granite, but both to the south-east and north-west sandstones, claystones, and quartzite, are all seen within a short distance. Vicard is not far from the extreme northern point of Jersey. No road approaches it very nearly.









ALBERT STATUE AND TOWN CHURCH.

# GUERNSEY.

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GENERAL DESCRIPTION.

For Landing Arrangements, Hotels, etc., see Page 98.

Latitude between 49° 25′ and 49° 31′ north; longitude, between 2° 30′ and 2° 41′ west. Shape, a right angled triangle. Dimensions: longer side (S.W. and N.E.) about 9½ miles; east

market-days to and from the various villages, the visitor is dependent on the livery stable-keepers for conveyances,—1-horse carriage about 10s., and 2-horse, about 14s. a day.

There is much that is especially interesting to the naturalist in Guernsey, and something for the special study of the geologist. In the very limited space to which such subjects must be confined in a guide-book, it would be quite impossible to give even a comprehensible outline of the various departments. Pointing out one or two special matters, we must refer the reader for details to the general work already alluded to on the Channel Islands.\*

Among plants there are several that are not met with in England, and that clearly mark the insular character of Guernsey. The same may be said of the animals.

Of flowering plants there are many of great interest—some perhaps indigenous, others certainly introduced, but now flourishing and naturalised. Orchis laxiflora, Pyrola rotundifolia, Silene maritima, two species of Spiranthes, the horned poppy, and others, are among the former. Numerous species of Ixia, Sparaxis, Gladiolus, and above all, of Amaryllis, may be named among the latter. Several grasses also and ferns, rare in England, are here common, and some of them very beautiful. A species of Ophioglossum (O. Lusitanicum) is almost peculiar, and an Isoetes (I. hystrix), rare

<sup>•</sup> See "The Channel Islands" by Professor Ansted and Dr. R. G. Latham.

north of the Mediterranean, and not found in England, has been recognised here.\*

Among animals, the fishes of the surrounding seas and the birds that flock to the island, may be regarded as visitors drawn to this locality by favourable temperature of water and air. They are very numerous, and include many that are rare. Nearly 200 species of birds and 127 species of fishes are named as at least occasional visitors. Molluscs and crustaceans are equally interesting and varied, and some are very rare, or altogether unknown, on the coasts of England. But it is chiefly the singular zoophytes, and among them the sea-anemones, the *Tubulariæ*, the *Caryophylliæ*, and the *Plumulariæ* and sponges that have rendered the granite caverns of Guernsey and Sark so celebrated.

On the beach at Bordeaux Harbour, on the shore near St. Peter Port, in the rocky pools of Lihou, and in the western bays, the seeker for these treasures may occupy hours in research, and is certain to be rewarded with success. The bays of the south coast, if not equally rich, are hardly less remarkable, and from all these places the marine vivarium may be replenished with healthy and vigorous individuals.

\* The Botanist and Horticulturist should not fail to visit the grounds at Valnor, where South American, Australian, South African, New Zealand, Chinese, and Japanese trees and plants may be seen growing in the open air with singular luxuriance. During the camellia season there are some trees in the gardens of Beau Sejour that ought to be visited. The gardens of Candie contain magnificent trees, and there is a myrtle covering the side of the house towards the Candie road, which is well worthy of a visit. In Guernsey the Amaryllis Sarniensis, though never known to blow a second time in France or England, has been cultivated to perfection.

The geology of Guernsey is instructive to the student of metamorphism. He may here find almost all varieties of granitic rock interpenetrating and passing into one another, and gneiss clearly shown as a variety of granite less completely formed. But he who would learn the mode and extent of recent atmospheric and marine action on rocks of the hardest kind may spend days and weeks on these picturesque shores. He will learn from the caverns, the raised beaches, and the submerged forests, that something more than the mere waves and the atmosphere have been at work, and he will leave the island much more fitted than before to appreciate the daily operations of nature, and admit the possibility of others less frequent, though perhaps hardly less regular. Many curious and some rare minerals have been found in Guernsey.

### MODE OF SEEING THE ISLAND.

To see Guernsey properly, it is absolutely necessary to explore on foot the various bays, coves, and nooks; to descend to the shore wherever there is a path, to climb and scramble among the rocks, and to enter the crevices and caverns. Although the distances are not great, much time will thus be occupied, and as the work is fatiguing, it may be found advantageous either to drive to the nearest point on the table-land or to stop a night or two at the inns on the side of the island furthest removed from the town. As in Jersey, however, it will be most convenient and pleasant to make

the town head-quarters. The objects that ought especially to be visited are Castle Cornet, the harbour works, the walks under the fort (called Les Terres), Fermain Bay, Jerbourg Point, Moulin Huet, Saint's Bay, Petit Bot Bay and its two approaches, Icart, the Corbière, the Gouffre, Moye Point, Pleinmont, and Rocquaine Bay; Lihou, Perelle, Vazon and Cobo Bays; L'Ancresse, Bordeaux Harbour, the Vale Church and Castle, St. Saviour's and St. Peter's Valleys, and St. Andrew's. It is hardly necessary to say that fine days should, if possible, be selected for expeditions to the islands of Herm and Sark.

## Money, Weights, and Measures.

In Guernsey the currency is twelve and a half pence to the English shilling. French silver coins are in general circulation. The franc is worth ten Guernsey pence, the Guernsey pound note is worth 240 such pence, and the sovereign worth 250 pence or 25 francs. Those bank-notes of the value of one pound currency are in common circulation, but tourists had better avoid them, as they are troublesome to negotiate outside the island.

The Guernsey pound weight contains 7845 grains, being 13 oz. and 80 grains heavier than avoirdupois. 100 Guernsey pounds are equivalent to 108 lbs. 151 oz. avoirdupois.

The Guernsey vergée or common measure of land contains 1960 square yards, so that 2½ vergées equal one British acre.

The Guernsey gallon contains 246 cubic inches, and is about five per cent smaller than the English imperial gallon.

The deneral or dundrel is about one forty-eighth part of the English quarter.

## ST. PETER PORT.

Latitude, 49° 27½' N. Longitude, 2° 32' W.

Population (1881) of Parish.—Males, 7486; females, 9172; total, 16,658.

Distances.—From Southampton, 108 miles; Plymouth, 81; Weymouth, 68; Falmouth, 104; Alderney, 19; St. Helier's, 25; St. Malo, 57; Granville, 49.

Landing arrangements.—The steamboats come alongside at the White Rock pier. Passengers are enabled to walk on shore at all times of the tide. Porters are waiting, who convey the luggage out of the boats for 6d., and to the hotels or any part of the town at fixed rates, 1s. for an ordinary portmanteau. Carriages are in waiting, but there are no omnibuses into the town. The distance to the lower part of the town is short.

Among the principal hotels in Guernsey are THE OLD GOVERNMENT HOUSE, with garden, commanding a fine view; THE CHANNEL ISLANDS, on Glatney Esplanade, fronting the harbour; THE ROYAL on Glatney Esplanade; THE VICTORIA, and THE CLARENCE. Besides these there are commercial hotels, as well as some conducted on the French system.

Boarding and Lodging Houses.—There are excellent boarding establishments. Of lodging-houses there is a very large supply in every direction. They are tolerably good, and for the most part comfortable and moderate. Many will be found in the Candie Road and Albert Park; others are in the Grange Road, and streets leading out of it. Most of the country villages, but especially St. Martin's, contain houses generally occupied by English families resident in the island for a season. Good country lodgings may be found in many of the more distant parishes, where the cottages are remarkably tidy and comfortable.

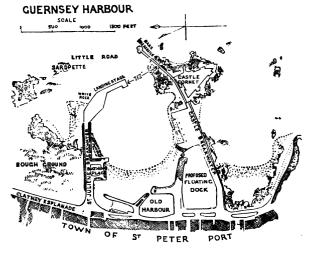
St. Peter Port presents a straggling frontage of nearly a mile and a half towards the sea. Along the whole of this distance and beyond, nearly to St. Sampson's, the sea is kept off by a permanent sea-wall and

esplanade. The buildings near the sea are irregular. and for the most part poor; but they are not unpicturesque from a distance. Behind them the rising ground is much broken, and is covered with houses and other buildings, rising one behind another, and crowned by several structures of greater pretensions, though scarcely in better taste. Of these buildings, one of the most prominent, and by no means the least pleasing, is the Victoria tower, commemorative of the Queen's visit in 1846. A drum or cylinder is hoisted half-mast high on this tower when stormy weather is Another is the College, built in a style which it would be unfair to call Gothic, except in a sense now exploded. Castle Carey is another rather anomalous pile: these, with one or two churches in a mongrel style, form the more prominent objects; bad as they are, they cannot destroy the picturesque effect produced by the shape of the ground, and by the considerable variety of domestic architecture which still remains, and is characteristic of the island. A good general view of St. Peter Port is obtained while approaching it from the sea. Dim old houses nestle near the harbour, and new villas rise in terraces round it.

There is, however, fronting the sea, although in a position too low to command attention or attract notice from a distance, a really important ecclesiastical building, known as the Town Church. It is far superior in design and execution, as well as in historical interest, to any old building within the compass of the Channel Islands. It well deserves examination, and reflects

the highest credit on all concerned in restoring it from the state of neglect into which it had fallen during the last century. The style is Flamboyant Gothic, but with many marks of early work retained.

The most prominent near objects, on approaching St. Peter Port from the sea, are Castle Cornet and the new harbour-works. A portion of the latter, consisting



of a magnificent sea-wall, now connects and passes beyond the rock on which the castle stands, commencing at the southern extremity of the town; so that the castle and the works appear to form part of one great plan. This sea-wall forms the south arm of the new harbour.

The old harbour of Guernsey, ordered to be built, a.D. 1275, by King Edward the First, and in course of

construction for two centuries, from 1580 to 1780, was only four and a half acres in extent, and the quay-room was extremely narrow and restricted. Plans for its enlargement were prepared in 1836, and others at a later period. Their execution was entrusted to Mr. G. Fosberry Lyster, on the recommendation of Mr. Rendell.

An idea of the present harbour will be at once obtained by looking at the annexed plan. Two esplanades have been constructed, one on each side of the old harbour, running parallel with the sea-front of the town, their total length being 2500 feet, with a breadth of 150 feet. From the two extremities of this extend breakwaters; one at the south extremity, reaching beyond Castle Cornet, and the other, at the northern end. Within this space, amounting in all to 73 acres, there has been enclosed not only a large anchorage ground, but two patent slips, a careening hard, and other conveniences for shipping.

Castle Cornet will be found referred to in the alphabetical arrangement. It forms an extremely picturesque appendage to the present harbour.

Besides the Town Church already alluded to, there are five churches and one proprietary chapel, and several dissenting chapels of various denominations. It is unnecessary to say anything more of these than that almost all are rivals in ugliness and bad taste, most of them belonging to the worst period of construction, and being bad specimens of their date. The churches are St. James's, near the College; St. John's,

in the northern part of the town; Trinity, near the market-place; St. Stephen's, in the Rohais road; and St. Barnabas, on Tower Hill. The chapel of All Saints is situate close to the Royal Court-house, behind the theatre.

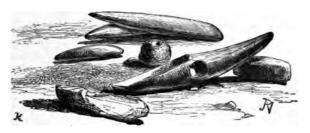
The services at the Town Church are in English morning and afternoon, and French in the evening. In the other churches there are morning and afternoon services in English at the usual hours, generally half-past ten or eleven and half-past six.

The Roman Catholic church is in Cordier Hill, close to the Grange Road. It is of some pretence, and was designed by the late Augustus W. N. Pugin. Though by no means faultless, it is yet much superior as a building to any of the Protestant places of worship except the Town Church.

Elizabeth College, as a building, is as little satisfactory as most of the other public buildings of the Channel Islands. It occupies a very prominent position, being seen both from the town and from the sea; but from every point it is heavy, ugly, and unmeaning. The educational arrangements and the management of the College are good. There is a fair endowment, permitting a first-rate classical instruction to be given at the rate of about £12 per annum. There are also several valuable prizes and exhibitions to Oxford and Cambridge. The management of the College is in the hands of nine directors appointed by the Governor and States, except the Dean, who is a director ex officio. The Principal and Vice-Principal are clergymen of the Church of England.

In all the parishes there are schools for the education of the children of farmers and small proprietors. In these, instruction is given in French and English. The attendance at the schools is large, compared with the population.

Guernsey possesses a Mechanics' Institute and a Working Man's Association. At the latter lectures are occasionally given. There is an excellent private museum of natural history and archæology collected by the late F. C. Lukis, in the Grange Road. Mr. Lukis's representatives open this fine museum to those who are interested in its contents.



ANCIENT WEAPONS: FROM MR. LUKIS' MUSEUM.

There are two cemeteries near the town—one called the New Cemetery, near the Victoria Tower and Elizabeth College, and the other the Foulon, about a mile and a half from the town on the Foulon Road. Both are open to all denominations. They are well situated, commanding noble views; but the New Cemetery is already becoming crowded, and is somewhat too near the town. The Foulon grounds are more picturesque. They include only about six acres of ground.

Guernsey is well supplied with market produce. The principal market is held in an imposing granite building facing the Town Church, at the western end of which the produce is exposed for sale. The fishmarket is especially worthy of a visit, but is less well supplied than formerly. An arcade below the Assembly Rooms, on the other side of the square, is usually crowded with French importations, both poultry and garden produce. Opposite the Assembly Rooms are public offices. Here also are the museum and reading-room of the Mechanics' Institution.

There are several circulating libraries, reading-rooms, etc., and a club. Grigg's in the High Street is the principal reading-room, and here newspapers and various periodicals may be seen directly after the arrival of the mail. There are several local papers published in Guernsey, generally giving abstracts of English and continental news, besides reporting insular events; and there is also issued on the island a French journal. The postal and telegraphic services in the island are complete, supplying ready and regular communication with both England and the Continent.

There are two Banks—the Old Bank and the Commercial Banking Company. Both issue their own notes, and a certain sum is also issued under the guarantee of the States. This issue is, in fact, a States' loan payable at call. The Guernsey bank-notes of all kinds may be taken without inquiry and with safety.

The main street in St. Peter Port is somewhat picturesque, but irregular, and badly built. It is tolerably supplied with shops. All the outlets from it into the island are narrow, dangerous, and bad. rise almost immediately, and very steeply, and are indifferently paved. The visitor will be at first much surprised at the apparent poverty of the town. impression is soon altered when the parts of the town are reached where the better class of inhabitants chiefly reside. The Grange is the principal promenade, and it presents a continuous line of excellent houses for a distance of more than a mile. Hauteville is another such line. The Candie Road is a third. The Grange Road and Hauteville are separated by a deep narrow gorge. There is an open space behind the houses in the Candie road, and close to the house called "Castle Carey," which is called Cambridge Park, and which is occasionally used as a parade-ground for the militia. On the road leading to St. Martin's there is a large space facing the sea, occupied by a strong fortress called "Fort George."—(See alphabetical arrangement.)

The Court-house and the Prison—a strangely contrived structure—are built on the slope of the hill to the west, on the way leading to the College and Grange. "Hauteville House," noted as the residence of Victor Hugo, the French novelist—to which strangers are admitted—is worthy of a visit. The Boulevard Saint Julian, leading from the White Rock pier to the Candie Road, is a nicely-planted promenade. A steam tram-car runs between St. Peter Port and St. Sampson.

# EXCURSIONS IN GUERNSEY.

The following places of Interest are arranged alphabetically, for the convenience of Tourists:—

ANCRESSE (Common and Bay).
(Distance from Harbour, about 4 miles N.)

Anchorage Bay—so called from the landing there of Robert, Duke of Normandy, after a severe storm in which he narrowly escaped shipwreck. It is an expanse of common-land at the northern extremity of Guernsey, terminating in a bay bearing the same name. L'Ancresse is for the most part a sandy waste covering granite, and was formerly separated from the rest of the island by a neck of land so low that it was generally covered by the tide. The sea is now shut off and the land reclaimed. This part is called the Braye du Val, or, more generally, the Vale (which see). No part of L'Ancresse common is high, but the floor of granite rises in hillocks from a few yards near the Vale to cliffs of about sixty feet near the sea.

L'Ancresse Common is more remarkable for its curious Druidical remains than for its picturesque beauty. Some of these are very striking and instructive. One situated behind the bay was explored in 1837 by Mr. F. C. Lukis, who wrote an account of "The Primeval Antiquities of the Channel Islands."

This cromlech is 45 feet long, 13 feet wide, and nearly 8 feet high. It is covered by seven blocks of

granite, the largest of which at the western end is estimated to weigh nearly 30 tons. It is 17 feet long, 10½ wide, and 4½ thick. Under the floor in 1837 were exhumed human bones, urns of coarse clay, amulets, beads, bone pins, and other objects, in two layers, separated by a bed of limpet shells, covered by a flat pavement of granite, the lower structure being on the natural soil. As many as 150 urns were removed.

Not far off, and still on the common, are cap-stones covering kist-vaens, or smaller Druidical enclosures, and detached stones forming parts of Druidical circles, besides several incomplete stone graves. A cairn or hougue close by is called "La Rocque Balan," or the rocking stone; but no such stone has been known in recent times.

On L'Ancresse Common during summer the horseraces of the island are held, and on this occasion a Queen's cup is given for island-bred horses. The militia rifle ranges are also situate here, and a prize meeting held at midsummer is usually well attended.

# BAILIFF'S CROSS.

A junction of four roads, or carrefour, about a mile from St. Peter Port, where the road from St. Martin's to the Câtel intersects that from St. Peter Port to St. Andrew's. Near this spot there was till lately an old house built after an event sufficiently interesting as a legend of the middle ages, and connected with the name. The estate and house are called "La

Ville au Roi," and formed a fief subject to feudal service. The fief was granted in the thirteenth century, on the execution of a certain De la Salle, then Bailiff of the island, who had compassed the death of a neighbouring small proprietor, with whom he had quarrelled. On the way to the gibbet, the procession stopped at this point, and De la Salle received the last sacraments of the church.

Near the Bailiff's Cross is Havilland Hall, one of the best houses in the island. It is built in the style of an Indian bungalow, and is, in its own way, a handsome and substantial edifice.

The road from St. Peter Port to St. Andrew's is a very pleasing drive entirely through the interior, and without views of the sea. It conducts by St. Saviour's and the King's Mills to the western bays.

## BEC DU NEZ.

(Distance from Harbour, about 3 miles S.)

A very small but picturesque landing-place amongst the rocky cliffs below Jerbourg, not far from Fermain Bay. Near it are two open rocky caverns. It is reached from a path running along the edge of the cliff from the north side of Fermain Bay; and this path, followed with difficulty, will enable the lover of cliffing to reach the shore in a very small cove, where there is another much finer cavern, and a kind of chimney or opening through the rock. Such openings are numerous in Sark, and occur in the other islands. They are locally called *creux*. This is one of the smaller and less visited points, and

is not adapted for those who dislike climbing over slippery and wet rocks. It is, however, in such places that the real beauties and curiosities of Guernsey are found.

### BELGRAVE BAY.

This Bay is on the east side of Guernsey, and on its shores are the two towns of St. Peter Port and St. Sampson's. It is a wide open bay with a shingle and sand beach (baie de la belle grève). The ground rises towards the interior gradually, and only to a moderate height. The country behind is pretty, and the view from the sea picturesque, but not very strikingly so. This bay is the only one of any magnitude seen by vessels approaching the island from England, or leaving it for Jersey, Sark, or Alderney. It is by no means so beautiful as St. Aubin's Bay in Jersey, although, as representing it in a certain sense, it rather provokes comparison. The appearance, both from the sea and land, is rendered much more interesting owing to the vast floor of rocks, including the islands of Herm, Jethou, and in the distance Sark, that seem to alter their relative position every instant. The landview includes all the principal buildings in the island. but they do not add much to the effect.\* In skirting this eastern side of Guernsey little is seen of the picturesque part of the island, and the impression produced is inferior to that when approaching Jersey.

<sup>\*</sup> An obelisk will be observed on Delancey Hill; it was erected to the memory of Baron de Saumarez, a naval officer.

### BORDEAUX HARBOUR.

(Distance from Harbour of St. Peter Port, about 2 miles N.

A small cove north of St. Sampson's on the east coast of the island. It is pretty, but the views from it are more striking than the views of it. Looking outwards from the shore, Herm and the rocks around and beyond it are in sight at a very short distance, and indeed at low water these almost seem to be a continuous reef across the Little Russel. This is not the case, as the water is deep enough in the passage for the largest ships; but the width of safe channel is very small.

Bordeaux Harbour is one of the most interesting spots in Guernsey for the marine zoologist. Several great rarities have been found there, and a visit will almost always result in the bringing away of some zoophytic treasures. There are numerous rocky pools at low water, and the tide runs out to a great distance. The rise of the tide in this bay is extremely rapid.

Close to this harbour, at a place called "Paradis," is a remarkable cromlech called l'Autel de Dehus (altar of the devil or deuce). The Dusii were Celtic deities, and this is one of the extremely rare instances of a Celtic word among the island patois. The cromlech is extremely well worthy of a visit, and ought on no account to be neglected.

# BRAYE DU VAL. (See VALE.)

## CASTLE CORNET.

A castle on a small rocky island close to the southern arm of the harbour of St. Peter Port. Before the recent improvement of the harbour, and the construction of a long pier which connects it with the mainland, this castle was a fortress, which, in the absence of heavy artillery, might have been considered defensible. It is, at any rate, picturesque, having been built at various times, and without any attempt at regular style. Its position will be understood by referring to the plan of the harbour in page 100. It still retains some of its ancient character, and many interesting gems of archi-Long ago it passed from being the residence tecture. of the governor to be the public prison; but during the last half century it has not retained even this measure of importance. It has, indeed, been a station for part of the garrison, and such it remains; but it is shorn of so much of its glory in modern times, that it hardly repays the general tourist for the trouble of obtaining an order from the Lieutenant-Governor to visit the interior.

In its position and partial isolation, Castle Cornet reminds us of Elizabeth Castle, and like that it helps very much to give a picturesque character to the bay containing it and the surrounding scenery. Like Elizabeth Castle, it has numerous historical recollections connected with the time of the great rebellion. Three parliamentary commissioners, taken prisoners by

the Royalist Governor, were confined in it, and escaped. The rooms they escaped from are still to be seen. A time-gun is fired from the western side of the Castle at noon, and at half past-nine P.M.

CATEL (Village and Church).
(Distance from the Harbour, 2½ miles W.)

The parish and village of "St. Mary of the Castle" are so generally denominated Câtel (except, indeed, when the word is pronounced cattle), that no one in Guernsey would recognise any other name. The church is said to have been built in the twelfth century, in commemoration of an attack of pirates successfully repelled. It is rather an interesting building, and some curious frescoes were laid bare on the walls during the repairs of the church some years ago. It stands rather high, and nearly in the centre of the island; and the churchyard commands extensive and beautiful sea-views towards the east and north-west. The village offers nothing remarkable, but the vegetation on several estates adjacent is extremely rich and varied. Câtel may be visited on the road to Richmond, L'Erée, Rocquaine, and other places in the south-west of the island.

A cattle fair is held about 200 yards from the church at Easter, Midsummer, and Michaelmas. It is worth a visit.

CHATEAU DES MARAIS. (See IVY CASTLE.)

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# COBO (Bay and Church).

(Distance from Harbour, about 31 miles.)

Cobo Bay occupies the middle place among a group of magnificent bays on the western coast of Guernsey. It is moderately large, and not enclosed by high cliffs. It has beautiful sands, admirably adapted for bathing, and is well calculated to be a bathing-station for St. Peter Port. There are, however, no machines, and no regular conveyances to and from the town.

The northern end of Cobo Bay is terminated by a picturesque reef of granite called the Grande Rocque. All along the shores of the bay, as well as at this extremity, there are numerous pools left at half tide, forming natural aquaria, in which beautiful and often rare specimens of sea anemones, sponges, corallines, crustacea, and fishes, may be found. Sea-weeds also abound, and the rocks are clothed with a great variety of lichens, presenting brilliant tints of colour. Samphire may often be found in abundance among the fissures of these rocks.

Near the southern end of the bay there is excellent fishing; and on the shore there is a convenient and well-conducted inn (the Cobo Hotel), where the tourist will not only find good food, but may take up his quarters at night with great advantage.

Cobo Church is small and modern, but it is far the prettiest and best architectural building in Guernsey, except the Town Church at St. Peter Port.

# CORBIÈRE.

(Distance from Harbour, about 5 miles S.W.)

One of the headlands on the south coast between Moye Point and Les Tielles, on which the cormorants or sea-ravens (corbières) are accustomed to build. The Corbière exhibits much varied scenery, and the rocks seen from a distance are very striking, because of several veins of dark-green colour which traverse the pink and gray granites of the cliff. The rocks are crossed in various directions, sometimes horizontally, but more frequently vertically, by these singular veins.

# CREVICHON.

A small islet between Herm and Jethou, looking towards Guernsey. It has some vegetable growth upon it, but is too small to be inhabited. There is an old quarry on it, which forms a picturesque object at a little distance.

### CREUX MAHIE.

(Distance from Harbour, about 61 miles W.S.W.)

The largest cavern in Guernsey, situated about a mile from the Corbière, on the south coast of the island. The approach is not difficult, but the mouth of the cavern is almost closed by large blocks of stone, either drifted up by the sea or fallen in from above. A vein of decomposing rock, entering the cliff nearly at right angles, is the origin of this, as of many of the caverns in the Channel Islands. When once entered,

the space is found to be large for a granite cavern, opening out into a natural hall, 200 feet long, with a width of 40 or 50 feet, and a height of from 40 to 60 feet. Beyond this there are smaller crevices.\*

## FERMAIN BAY.

(Distance from Harbour, 2 miles 8.)

A pretty, sandy, and rocky bay, convenient for bathing; reached by a path out of the St. Martin's road, about a mile from the outskirts of St. Peter Port, was formerly used for ball-practice by the militia. It is possible to land here in small boats at certain times of the tide, and a martello-tower, with a small seawall and battery, have been placed there. A dangerous cluster of rocks, at no great distance, is pointed out by a land-mark on the cliff behind, from which, and from a ruined chapel, the views of the Russel are very fine.

Fermain is the first bay on the east coast of the island south of the fort. Two or three charming little residences and a number of cottages overlook the bay, and the grounds of one of them, Bon Air (built and inhabited by a former Bailiff of the island), run down from the St. Martin's road almost to the sea. Nothing can be imagined more charming than the mixture of wild vegetation and rough rocky scenery in this part of the island.

<sup>\*</sup> For a small gratuity, a bundle of furze can be procured and lighted in the cavern, which will show the full extent of the interior. A strip of magnesium tape, when burnt, also produces a fine effect.

### FERRIERE ROCKS.

A number of rocks rising out of comparatively deep water, in sharp, jagged, and dangerous pinnacles, almost due south of Jethou, for a distance of about two miles. Between these rocks are dangerous passages for small boats. They form a line between the east coast of Guernsey and the coast of Sark. The southernmost rock rises out of twenty fathoms of water sheer down on three sides, and is connected with Sark by two rocky pinnacles and an island.

## FORT GEORGE.

A large and strong fortress, situated south of St. Peter Port, and commanding Castle Cornet and the whole passage of the Little Russel. It mounts a number of heavy guns towards the sea, and is tenable from the land side, if properly defended, for about thirty days. It is believed that it could only be taken by an enemy having the command of the English Channel. A road runs through the fort, and paths from the new walks on the Terres conduct into it from the cliff side. The enciente of the fort includes several small but extremely picturesque little coves, but the cliffs near these have been carefully scarped and rendered inaccessible. Magnificent views are obtained from several points within the fort. This fort, and the principal fort at Alderney, are the only really defensible points in the Channel Islands, except against a sudden attack.

### GOUFFRE.

(Distance from Harbour, 41 miles S.W.)

A kind of abyss formed by the rocky cliffs at the extremity of a narrow gorge between Moye Point and

the Corbière, on the south side of the island. A brook winds along through the gorge and over the edge of the cliff, where it terminates. The scene is reached from the Forest church without difficulty. There is a good hotel here. A path leads to Moye Point round the cliffs.

### GRAND HAVRE

(Distance from Harbour, 3 miles N.)

A good-sized bay in the north-west of the island, close to l'Ancresse Common. This inlet formerly continued past the Vale church, where it now terminates. At that time the water occasionally covered the low lands now called the Vale, connecting the Grand Havre with St. Sampson's harbour.

# GRANDE ROCQUE.

(Distance from Harbour, 81 miles N.W.)

A picturesque headland, forming the northern extremity of Cobo Bay, on the western side of the island. The views from the low headlands of granite, over the vast rocky floors covered with sea-weed, are singularly varied in colour and outline. At the time of vraicking they are alive with men, women, and children, who rush hither and thither conveying the sea-weed into safe places before the tide has risen. There is an inn here.

### GULL CLIFF.

(Distance from Harbour, 51 miles S.W.)

One of the many broken and rocky little promontories between Les Tielles and Pleinmont Point From this headland round Pleinmont Point to Pezerie is one succession of unrivalled views of cliff scenery of the grandest kind. The countless gulls that hover round the almost detached rock called Gull Cliff well justify the name, and the security with which they breed is proof of the inaccessible nature of the recesses among the rocks. (See Pleinmont.)

# HANOIS or HANWAYS.

(Distance from Pleinmont Cliff, 11 miles W.)

A group of rocks very dangerous to vessels approaching Guernsey from down channel, but easily recognised by day. They are situated on the southwestern extremity of the island, and are marked by a lighthouse showing a revolving red light. They form a group, and are an extension, or rather an outlying fragment, of the island of Guernsey. At high-water the waves dash angrily on the shore between and among the half-detached rocks, concealing the numerous ledges and reefs that everywhere abound in their vicinity. The Hanois rocks are not easy of access except in very calm weather.

# HAYE DU PUITS.

An interesting specimen of one of the old manorhouses of Guernsey. It belonged to the Le Marchant family, and has been lately restored. Like most of the island houses it is so placed as carefully to exclude a view of the sea—a matter not very easy in so small an island as Guernsey, without many valleys or other depressions. The house is somewhat quaint, having several curious turrets and projections. The grounds are remarkable for the beauty and size of the ilex and other trees planted in them.

## HERM.

(Distance of landing-place from Harbour, 8 miles E. 🛊 N.)

A small island in the Little Russel, opposite the northern part of the east coast of Guernsey. The part permanently above water is an irregular oval, measuring about a mile and a half from south to north, and three quarters of a mile across. It is surrounded at low-water by a vast field of rocks. The north side of the island has two remarkable shell beaches, one looking to the west and north, and the other to the east. The island is higher on the southern and eastern sides than on the north and west, but the summit is nearly flat.

The access to Herm is by a steam-boat from St. Peter Port. A fisherman resident on the island, frequently passes backwards and forwards. Good boats can be hired in Guernsey. Great care should be taken that the boatmen hired are familiar with the navigation to Herm; for, though the distance is not more than three miles, the tides and currents are so complicated, and the winds coming between the islands so dangerous on approaching or leaving the little island, that accidents are not unfrequent, and almost always serious. Occasionally a steam-boat makes the excursion from Guernsey. The landing place at Herm is very

indifferent. It is a small pier formerly constructed for loading granite. There is little shelter.

Accommodation may be had at the Herm Hotel, near the landing-place, and elsewhere on the island. Herm is well worth a visit, and will take many hours to explore thoroughly. Provisions are obtained from Guernsey.

The present holder of Herm under the Crown is a gentleman who occasionally lives on the island, and occupies himself in agricultural pursuits.

The central table-land of Herm is cultivated, but the slopes towards the sea and near the cliffs are covered with brambles and gorse. It is difficult to walk over them, but always possible to get down to the rocks on the shore.

The scenery of the coast is remarkable. A beautiful white and black granite rock forms the hard back-It may be recognised at intervals around the coast, sometimes projecting from the ground in jagged pinnacles, sometimes seen in boulders and detached rocks. This granite is intersected by veins, and deep ravines have been cut by the sea at various places, terminating in small caverns. Where the vein is soft it turns readily into soil; a great thickness of sand and gravel exists at the surface, and the entrances to the caverns are, in these cases, deeply and richly fringed with ferns, whose brilliant metallic green singularly and beautifully contrasts with the peculiar square, hard lines, produced by the parallel walls and straight top of the sides and roof.

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Besides these caverns, eaten in by the sea, there is also a noble creux in this little island. The origin of this creux is clearly to be traced to the action of water from the surface; and is quite unconnected with the sea; although, no doubt, when the water had once made its way downwards and a channel at the bottom was opened, the carrying away of the fallen rubbish greatly facilitated the enlargement of the hole above.

Singularly wild and picturesque are the rocky bits to be seen at the back of Herm. Some rocks, now quite detached at half tide, are worn into battlements and pinnacles. Some are blackened, and present all the features of a ruined mediæval castle. Some large, flat expansions of hard, but much weathered rock, afford a kind of irregular pavement, on which those shod with stout boots can walk pleasantly enough, except when it is interrupted by deep fissures with vertical walls, serving as inlets to the sea. Here and there is a Cyclopean mass of ruined masonry of nature's own construction.

The granite of Herm has been quarried to some extent. It is good, but seems to decompose more rapidly than that of Guernsey.

The land of Herm is in many parts rapidly encroached on by the sea. All round the southern and eastern shores there is evidence of very recent landslips, and it is quite evident that every season must

• The word creux (a hollow space) is applied in Guernsey to a cavern, but here and in Sark it means rather a funnel-shaped depression or shaft, communicating at the bottom with the sea by a kind of tunnel. Occasionally the walls of this tunnel are broken away.

produce a change, and that the destruction can hardly cease so long as the island holds together.

Numerous rabbits abound both here and in the adjacent still smaller island of Jethou. The rabbits take advantage of the sandy sub-soil, where the granite has become rotten, and the long holes they burrow weaken the face of the cliff, by facilitating the passage of water.

A very large and beautiful expanse of pure, fine shell sand, containing numerous beautiful and some rare shells, is to be seen round the north coast of Herm. These sands are the result of the peculiar set of the currents. They are much visited in summer, but few visitors to Herm think it necessary to do more than make a pilgrimage to one of the bays in which they are found. The naturalist should visit both.

There is good fresh water in Herm, but no trees. The island is commanded by the guns of Fort George, and is not defended or occupied in a military sense.

A small fort is built on a detached rock (Brehon) between the northern part of Herm and Guernsey. It is of little use.

## ICART.

(Distance from the Harbour, about 3 miles S. 1 W.)

A headland (almost detached) on the south coast of Guernsey. Between this point and Jerbourg to the east is the bay called Moulin Huet, and between it and Moye Point to the west is another bay, sometimes called the Baie d'Icart. A road conducts to Icart. Branching off from the road from St. Martin's to the

Forest church, and passing a house called "Icart Picnic House," we reach a steep slope of ground, thinly covered with coarse grass, and often slippery. Down this slope any one accustomed to clamber may walk securely enough to a very narrow neck of land, almost corresponding in appearance to the Coupé of Sark, but on a smaller scale. The sea on both sides has at this point eaten away a narrow passage, through a vein of soft rock, leaving a natural causeway about four or five feet wide, and several yards in length, on either side of which is a precipice of some sixty or eighty feet.

The sea and rock-views, both from the extremity of the Point and from the shore below, which can be reached at low water, are very fine. From the higher point the whole of the two receding sweeps of coast, the one east to Jerbourg, and the other west to Moye Point, are within view.

The highest part of Guernsey is at Haut-nez above Icart Point. It is 349 feet above mean tide.

# IVY CASTLE, or CHATEAU DES MARAIS.

(Distance from the Harbour, about 1 mile N.)

A curious ruin, surrounded by traces of a fosse and by an outer wall, enclosing a space of about four acres. It is said to have been built A.D. 1036, under the auspices of Robert le diable, Duke of Normandy, who was sheltered in the island by the monks of St. Michael after a narrow escape from shipwreck. It lies not far from the shore in the middle of Belgrave Bay, half way between St. Peter Port and St. Sampson's.

## JERBOURG.

(Distance from the Harbour, about 21 miles S. by E.)

The southern extremity of Guernsey is a promontory, on which is a column to the memory of Sir John Doyle, a former governor, to whom the island is indebted for its roads and for numerous material improvements. Across the isthmus, connecting the promontory with the main island, are the remains of a fosse, or caerdyke, connected with a fortification. No doubt the Celtic word Caer is the origin of the modern Jer.

The views from the extremity of this headland are very fine, and it is quite unnecessary to ascend the column in order to enjoy them. The height of the cliff at the base of the column is about 300 feet; and the cliffs, though they may be scaled, are very bold, and in parts nearly perpendicular. The fief of Jerbourg has belonged to the Sausmarez family for five centuries; and the manor-house is on the road not far from the turning by which the column is approached.

### JETHOU.

(Distance from the Harbour, about 8 miles E.)

This island is separated from the southern extremity of Herm by a channel which is only a few hundred yards in width at low-water, and is very shallow. It is small, but high, and the sides are precipitous. A dwelling-house and other buildings are upon it, and it is covered with vegetation, consisting of a small plantation and several clumps of trees, besides culti-

vated fields. It is about a mile and a half in circumference. It abounds with rabbits, which form its chief value; and the stone is considered to be of good quality, though the quarries are not now worked. Jethou is surrounded by islets and rocks.

## KING'S MILLS.

(Distance from the Harbour, 31 miles W.)

One of the prettiest hamlets in the interior of Guernsey, situated near one of the prettiest estates (Woodlands). It lies on the road running round the island, and is about a mile from the sea, looking over low ground to Vazon Bay and Richmond Barracks. A small stream runs through it, turning some mills, and entering the sea in the Grand Mare, or great marsh, at the head of Vazon Bay. It is backed by wooded hills, and three windmills are on the high ground adjacent. A very beautiful wooded walk leads along the banks of the little stream to the top of the hill, from which the views are as charming as they are extensive.

# L'ANCRESSE. (See Ancresse.)

L'EREE, LEREE or LE RE (Promontory and Bay).

(Distance from the Harbour, about 6 miles W. \( \frac{1}{2} \) S.)

A very small bay between Rocquaine and Vazon Bays, on the north-west coast of Guernsey. From the southern horn of the bay proceeds the causeway to the island of Lihou. Like Perelle and other bays adjacent, L'Erée is rocky and picturesque but without

high cliffs or large rocks. The name is probably derived from the race or run of the tide between Lihou and the coast of Guernsey adjacent. (See Lihou.) A curious and perfect cromlech is on the road near this headland. It is called the *Creux es Fées*, or Fairies' Cavern, and should be visited. (Inn here.)

#### LIHOU.

(Distance from the Harbour, 7 miles W.)

An island connected at low-water by a causeway forming the northern horn of Rocquaine Bay, separating Rocquaine from L'Erée Bay.

Lihou is a very interesting locality to the general tourist, as it well represents the scenery and peculiarities of Guernsey. It is especially important to the antiquarian and others to whom historical reminiscences are pleasing, and to the naturalist, who will there find a multitude of rock pools, crowded with sea anemones, rare zoophytes, and sea weeds. Nowhere round the island are there more of these in so limited an area.

Lihou is rectangular in form, and is about 600 yards long by 150 wide—its greatest length being from east to west. The causeway by which it is reached is about 700 yards in length, and is covered at half tide. The rocks around are singularly wild and broken, and the visitor will find that the hours between tides are only too short to explore the ruins and the pools. As the tide comes in rapidly, great care must be taken to avoid accident,

The buildings are remains of a monastic institution.

They have some architectural pretensions, although without much decoration. At the beginning of the present century they included interesting remains of a chapel, dating so far back as the commencement of the twelfth century, some fragments of which may still be traced. They belonged to a priory, which had been surrounded by cultivated land and gardens. It is not unlikely that the island may have been sensibly larger at this period. Some of the objects of interest found in the island are in the Lukis museum.

To the geologist, Lihou offers an example of a raised beach, not very perfect, but with indications quite sufficient to establish the fact. It is also rich in illustrations of the imperfect and irregular weathering of the softer veins of granite, and thence of the harder rock itself.

### MOULIN HUET.

(Distance from the Harbour, 21 miles S.)

This extremely picturesque cove is part of a small bay between Jerbourg and Icart points, on the southeast coast of Guernsey. Besides the regular road, it may be reached by a path past the garden wall of the estate called the Vallon, at St. Martin's, or by one of the celebrated "water-lanes"—charming morsels of scenery, in which wood and water combine with rock scenery of the most picturesque kind, magnificent ferns, and the most brilliant tints of tree vegetation. The paths all descend at first gradually to a kind of terrace. on which are one or two cottages (at one of which tea

and pic-nic parties may be supplied), and thence there is a sudden descent down the cliff side to the beach.

It is not necessary to attempt a description of the singularly exquisite views of rock-scenery obtained in this little nook. They are in some respects unrivalled in the Channel Islands, and every one who visits Guernsey is expected to make this one of the first excursions. The distance from the town is not three miles. One may wander for hours among the rocks at the foot; and at low-water it is possible to proceed to a considerable distance, especially on the Jerbourg side. It is necessary, however, to be careful, for the tide rises with extreme rapidity, and one's retreat may easily be In such case, in some of the inlets escape would be very difficult. The wall of cliff rises for two or three hundred feet, often nearly vertical, and the water is soon deep enough to render wading dangerous. Detention for some hours, till the tide recedes, is generally the only result, but this is not a pleasant one; and about the time of spring tides, when certain winds are blowing, the danger may be more serious.

To the zoologist and marine botanist, Moulin Huet is very interesting, especially at extreme low-water,\* and the geologist will also find several points worthy of careful study. Among these we may direct attention to a cavern near the descent to the sea, where there are some curious accumulations of drifted gravel, and also to some curious lanes and ridges running out directly towards the sea. There are also some curious veins.

<sup>\*</sup> The beautiful seaweed Delesseria Sanguinea may be found here,

A rich harvest of ferns, especially of the broadleaved hart's-tongue-innumerable brambles meeting overhead, and loaded with fruit in the autumn-a carpet of flowers in the spring ;-these are beauties that the reader may say are neither confined to water-lanes nor to the island of Guernsey; but they are very pleasing and charming in the narrow winding path leading to Moulin Huet, with its stream of pure water sparkling through the middle, and the granite here and there showing itself in a small quarry. Words do not fitly describe scenes of this kind; but they may be worth something if they remind those who are familiar with such scenes of thoughts and feelings they have suggested, or help the stranger to become acquainted with what he might otherwise pass by. The real source of the beauty of this spot lies, no doubt, in the everchanging effects at all times and seasons; the freshness and life derived from the running stream; and the exquisite and sudden shifting of the scene, by the occasional introduction of the sea, with its numerous rocks and islets, and the enclosing cliff.

#### MOYE POINT.

(Distance from the Harbour, 4 miles S.W.)

A fine headland, about the middle of the south coast of Guernsey, forming the western extremity of Icart Bay. It is bold and precipitous, rising at once from tolerably deep water. Beyond it to the west there is a succession of indentations of the coast, of

which the Gouffre and the Corbière are described in a previous page. The views from the Moye Point are very grand, and extend across the bay to leart Point on the one side, and past a number of fine headlands to Les Thielles on the other.

### PERELLE BAY.

A small bay on the north-west coast of Guernsey, between L'Eree and Vazon. It partakes of the general character of the adjacent bays.

## PETIT BOT BAY.

(Distance from the Harbour, 3½ miles S.W. by S.)

A small cove forming part of Icart Bay, and opening into that bay from a narrow forked glen, one picturesque branch of which reminds the traveller of Welsh scenery. A small stream runs down it, and turns a mill at the bottom. A pond connected with the stream near the mill is extremely rich in infusorial animalcules and diatoms. The other branch is equally picturesque, but entirely different.

The little cove itself has a wide spit of fine sand at low-water, and at its western end is a bold rocky cavern often visited, and formerly rich in a somewhat rare fern, asplenium marinum, now almost all removed. There is also a pretty little cave on the east side penetrating a rocky point.

#### PETIT PORT.

(Distance from the Harbour, 21 miles 8.)

An exceedingly diminutive, but marvellously picturesque cove on the western side of Jerbourg promontory, belonging to the bay in which are Moulin Huet and Saints Bay. This cove is occasionally resorted to in moonlight nights in autumn for the fishing of the sand-eel (lançon). The descent is steep but not dangerous, the cliffs behind are lofty and precipitous, and the rocks very bold. The scenery is highly characteristic of Guernsey, but the spot is rarely visited, and not easily found without inquiry.

## PLEINMONT.

(Distance from the Harbour, 7½ miles W.S.W.)

The south-western extremity of Guernsey bears this name. It is bold, rocky, and precipitous, and abounds with jagged promontories, more or less difficult of access, but fully rewarding the effort required to climb among them by the most glorious views looking out to sea, and down to the seething caldron below. No one who has not spent some time at various hours of the day, and in different states of the weather, on this part of the island can at all appreciate the variety as well as beauty of the scenery. The charm is as great to the artist as it is to the mere lover of the picturesque, and it needs but little to call up all the enthusiasm and poetry of one's nature whilst contemplating the scene, and listening to the mixed call of the sea-

birds and subdued roar of the waves three hundred feet below.

There is a convenient and very good house of entertainment near Pleinmont where the traveller may obtain refreshment, and if necessary a night's lodging. Two or three days might well be spent in exploring the rocks from this point as a centre.

#### RICHMOND.

(Distance from Harbour, 5 miles W.)

A tower and barracks on a small promontory between Perelle and Vazon bays. There are a few houses near. The neighbourhood is very beautiful. An inn called Richmond Hotel is on the high road at no great distance, and will afford good accommodation either for a single meal or a few days' residence.

## ROCQUAINE BAY.

(Distance from Harbour, 7 miles W. by S.)

An extensive bay between Fort Pezerie on the south and Lihou Island on the north. It is the westernmost bay on the coast of Guernsey. In this open bay a vast floor of rocks is laid bare at low water, and covered at high tide, and large sweeps of sand partly conceal them.

Rocquaine Bay is well named, as it presents a bristling array of rocks stretching out seawards more than two miles, and terminating on the south with the Hanois rocks, and to the north by a reef some distance beyond Lihou. "The Bissets" are detached rocks op-

posite the middle of the bay, rising out of deep water. It would be very difficult to mark and number the rocks jutting out of the water at all times of tide in this bay, and the effect seen from the cliff above Pezerie battery is very picturesque.

#### ST. ANDREW'S.

(Distance of Church from the Harbour, about 2 miles W.S.W.)

A village in the interior of Guernsey. The church is picturesque and well placed. A pretty parsonage, and two or three estates with country houses, are adjacent. St. Andrew's is a favourable specimen of the island churches and villages. A very beautiful valley is reached about half a mile beyond the church, towards the west coast. The grounds and conservatories of General Huyshe are open to visitors and repay inspection.

#### ST. APOLLINE.

(Distance from the Harbour, about 4 miles W. by S.)

A very curious relic of antiquity, believed to be one of the original chapels in use in Guernsey, before the present parish churches were erected. There were eleven of these, of which St. Apolline alone remains. It was probably the second in point of date.

Built of rough masonry with thick walls, and of unhewn stones and mortar made from limpet shells, it is simply a chamber of cyclopæan architecture, measuring 27 feet by 13 feet, with a round arch to its door and a narrow window or light divided horizontally by a transom, consisting of a single stone resting upon two monolithic uprights, themselves placed on a stone of similar character to the upper one. The bottom of this unambitious window with its opening of 48 inches by 13 inches, is but four feet from the ground. There are traces of painting on the walls, but these are of later date than the masonry, which is Norman of the Saxon period.

St. Appoline's chapel, a relic of the 5th century, is on the road-side a little below the village of St. Saviour, and may be seen on application to one of the adjacent cottages. (Durman's Hotel here.)

### ST. GEORGE.

(Distance from the Harbour, about 3 miles W. by N.)

An estate on the road from the town to Cobo. The entrance is at the point where the road from St. Peter's Port crosses the main road running parallel to the north-west coast of Guernsey. The grounds are very beautiful, and strangers are permitted to pass through them. A celebrated well is in these grounds, called the "Holy Well," in whose waters, according to tradition, maidens can see the faces of their future husbands. It need not be said that there are many votaries, though it is not recorded that all are suscessful.

#### ST. MARTIN'S.

(Distance of Church from the Harbour, about 2 miles S.)

A village and parish church at the southern extremity of the east coast of the island of Guernsey The church has once perhaps been pretty, but is modernised in the worst taste. One window has recently been restored in better style. The porch at the south entrance is a pretty specimen of rather florid Gothic architecture. A very curious and ancient sculptured figure is set up as a gate-post at the entrance to the churchyard.



PORCH OF ST, MARTIN'S CHURCH, GUERNSEY.

In the village of St. Martin's are a multitude of houses tenanted by occasional visitors to, and residents in the island. The high ground about it, and its position, render it extremely healthy. Saumarez Manor house is in this parish. It is a fair old-fashioned and solid house. There are some other good houses and pleasant grounds grouped at no great distance from the Church. Moulin Huet and Fermain Bay are both in the parish.

## ST. PETER PORT. (See page 98.)

### ST. PETER DU BOIS.

A parish in the south-western part of the island. St. Peter's church, about half a mile from Rocquaine Bay, lies low, but is a handsome structure, with a pretty parsonage house. The church of Torteval parish, situate nearer to the southern coast, is an ancient chapel, but restored and rendered an unsightly building.

#### ST. SAMPSON.

(Distance from Harbour of St. Peter Port to St. Sampson Harbour, 2 miles N.) There is a steam tramway from St. Peter Port.

St. Sampson's, the second town in Guernsey, is much smaller than St. Peter Port, and is almost connected with it by houses and rows of buildings along the shore. It is a place of considerable business in connection with the stone trade, which is centred there, to take advantage both of the adjacent quarries and of the little harbour. Many improvements have been made in the harbour, and the town is continually increasing in importance. There is little to attract or interest a stranger, all the buildings, except the church, being small and of modern construction.

The harbour is entirely dry at low-water, and was originally part of a small arm of the sea, which severed the northern portion of the island from the mainland. It is only sixty years since this strait was permanently embanked at each end, and the intervening land re-

claimed. The space forming the harbour is about 2000 feet in length by 500 feet wide, and encloses twenty-two acres of water at high spring tides. A breakwater now extends 650 feet in a southerly direction from the north shore, and terminates 120 feet from the south pier head; and this work, recently completed, has greatly improved and sheltered the harbour.

The church is the oldest in the island, and is said to have been consecrated in the year 1111. It contains nothing interesting. An English service is performed in it every Sunday in addition to the French.

In the neighbourhood of the church and harbour are the great stone quarries for which Guernsey is better known in London than in any other way. Nearly 150,000 tons per annum of kerb and pitchers are exported chiefly to London. The quality is excellent, and the principal quarries are very large, and well worth a visit. It is a blue granite or syenite that is chiefly worked here. Much of the stone is shipped from St. Sampson's Harbour, but a large quantity is put on board at St. Peter's Port.

#### ST. SAVIOUR'S.

(Distance of the Church from the Harbour, 4 miles W.S.W.)

One of the prettiest parts of the interior of Guernsey is that part of the parish of St. Saviour's that extends between the church and Perelle Bay.

The tourist should not fail to drive or walk through St. Andrew's, past the estate called Vaubellets, to the church of St. Saviour, after which he can visit St. Apolline's Chapel (already described), and thence proceed on foot along the high ground, or at once descend to the sea in Perelle Bay.

### SAINTS BAY.

(Distance from the Harbour, about 3 miles S. 1W.)

Probably Baie de Seine from the fishing-net so called —a charming little nook between Moulin Huet and the rocks below Icart Point, reached by a path in the cliff from Moulin Huet, or by another path from St. Martin's Mill. There is a small round tower on the hill-side. Saints Bay is a retired and safe bathing-place.

### LES TERRES.

The name given to the grounds beyond the new harbour, and below Fort George. Very beautiful and convenient public walks have been constructed below part of the cliff south of the harbour. These were formed in connection with the harbour works, by the removal of materials required for filling up some of the spaces occupied by rocks in the harbour. There are bathing places constructed here for ladies and gentlemen, thus converting what might have produced an unsightly appearance into the supplying of a desideratum in the way of public walks. A part formerly called La Vallete is laid out in these walks, which extend about a mile from the pier, and are beautifully laid out and planted.

## TORTEVAL. (See St. Peter du Bois.)

## VALE, OR BRAYE DU VAL

(Distance of Church from the Harbour, 21 miles )

This name is applied to a low tract formerly covered by the sea, extending across the northern part of Guernsey and separating L'Ancresse from the rest of the island. At one end (the west) is the Vale Church, and the other, or east end, is marked by the Vale Castle. There is a curious pond or stew between them of considerable interest to naturalists.

The Vale Church is at the entrance of l'Ancresse Common. There was a church here in the twelfth century, of which part of the walls are believed to exist, but the present building is much more modern. It is a good parish church, with two aisles, a tower, a chapel on the north side, and a porch on the same side. This porch is exceedingly curious in its style of construction.

The large pond near the church is of brackish water, but not too salt for cattle. It contains, however, a very curious admixture of fresh-water and marine animals and plants. Fresh-water eels are accompanied by mullet, turbot, flounders, and plaice. At one end are reeds, and in the same water, at a little distance, are living sea-weeds. Shore shells abound, with sea anemones and pond molluscs.

Vale Castle has long ceased to have any other use than as a small barrack, but the exterior is not without a certain amount of picturesque effect, and the view from the slightly raised ground outside is one of the prettiest in Guernsey. The eye takes in at once the wooded scenery of the Vale and the rising ground thence towards the Câtel, the town of St. Peter Port stretching out below in a semicircle, and the coast-view terminating with the harbour and Castle Cornet. Behind this is an upper terrace—the high plateau of the south of the island, which rises boldly, and is seen as far as Jerbourg. At one's feet is the harbour of St. Sampson, with its boats and shipping. Turning round, innumerable rocks are perceived at low-water, almost connecting l'Ancresse with Herm; and another totally different, but almost equally picturesque view, is obtained over the northern part of Guernsey.

## VAZON.

## (Distance from Harbour, 4 miles W.)

A picturesque rocky bay on the north-west coast of Guernsey, between Perelle and Cobo bays, remarkable as being the site of an ancient submerged forest, portions of which are occasionally thrown on shore during and after heavy gales from the south-west. Being a tolerably good fuel, and coming in a manner which appeared mysterious, the fragments thus thrown up have been called by the islanders corban or gorban—meaning by this scriptural expression (corban, "a gift") that they looked on it as a providential, if not a miraculous supply of fuel.

The principal patch of the sea-bottom thus covered

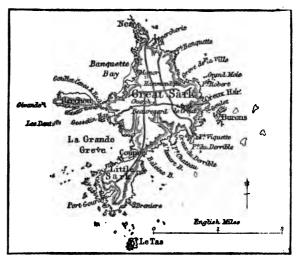
with the remains of ancient forests is estimated at about 32 acres, and it has been dug into in some places to a depth of 20 feet. It is not often thrown up in any quantity, and seems to have been first recognised in 1757, and first used for fuel about fifty years afterwards. A large supply was obtained in 1847. Pottery and stone instruments have been found with the forest remains.

Vazon Bay is interesting historically as having served as the landing-place of a large body of French troops in the fourteenth century. Much sea-weed or vraic is obtained from this bay during the season. The Richmond barracks are on the little headland forming its southern horn.

A small stream, approaching Vazon Bay from the interior, but terminating in a marsh (Grand Mare), is no doubt connected with the history of the submerged forest already alluded to.



GUERNSEY FISHING-BOAT.



MAP OF SARK.

# SARK.

Position and Magnitude.—A group of islands, islets, and rocks, about 5 miles in length, and 3 miles in breadth, distant about 7 miles east of Guernsey, and 24 miles west of the French coast. The principal island (called Sark) is rather more than 3 miles from north to south, and about 1½ mile across. Other islands (Brecqhou and the Burons) extend on each side, increasing the width of the group to 3 miles. The shape of Sark is peculiar, as it consists of two parts connected by an extremely narrow neck. The northern part is the larger, and is more than 2 miles long. It is called Great Sark. The southern division, or Little Sark, is less than a mile in length, and narrow. The connecting isthmus is called the Coupée. Area, 1274 statute acres. Population in 1871, 546; in 1881, 571.

Both Great and Little Sark are table-lands, the general level being about 300 feet above mean tide, and the highest point 365 feet. The islands adjoining are not so lofty.

Communication.—There are sound sea-boats that make the passage from Guernsey during the summer at frequent intervals when the weather will permit. The island is, however, very difficult of approach. During summer steamers run generally once a-week from Jersey, and more frequently from Guernsey, making the island in about one hour from the latter, and two hours from the former island. They return the same afternoon. Landing is by small boats, and is only possible in favourable weather.

Accommodation.—"Royal Hotel" and "Victoria Hotel," about half a mile from Creux Harbour, and "Dixcart Hotel," about three-quarters of a mile S.W. of the Harbour. Lodgings may be obtained at Dos d'Ane; and others over the Post-office will be found comfortable, as well as in many of the smaller houses, which are respectable and tidily kept. Meat is difficult

to obtain, except at the inns, and has to be brought over from Guernsey; but poultry, fish, and lobsters are almost always to be had, and bread, milk, and eggs are not likely to fail.

Language.—The language of Sark is a patois somewhat different both from that of Jersey and Guernsey, but more resembling the former. There is no Serk literature, either ancient or modern.

Climate.—The inhabitants of Guernsey are in the habit of removing to Sark for a bracing and invigorating change. How far the difference would affect a stranger is not clear, but that the climate, though damp, is extremely healthy there cannot be a doubt. A medical man is always in residence throughout the year, his salary being guaranteed.

The wild scenery of the vertical wall of rock which surrounds Sark is wonderfully enhanced in beauty and picturesque effect by the caverns with which it is everywhere penetrated, and the huge isolated masses of rock, often pierced with large natural vaults or tunnels, that form a kind of advanced guard in every direction, appearing to repel for a time the action of the waves, but really only serving as proofs of the destruction thus caused. Nowhere can the destroying power of the sea be better studied than in the grand scenes presented at every point round this remarkable island. portions of the main island, others nearly detached, and only connected by natural bridges or narrow necks of land, huge vaults through which the sea dashes at all times, or into which it penetrates only at high-water, fragments of rock of all dimensions, some jagged and recently broken, some-and these the hardest and toughest-rounded and smooth, vast piles of smaller rocks heaped around: all these offer abundant illustrations of nature's course when the elements meet on the battle-field of an exposed coast, the tidal wave undermining and tearing asunder even the hardest porphyries and granites, however they may seem to present a bold front, and bear the reputation of being indestructible.

The small bays, detached rocks, and pierced rocks and caverns, are the chief objects of interest in Sark; and they are so not only to the lover of the picturesque, and to the artist who dares undertake to represent what many will deem unnatural, but also to the naturalist in all departments. The geologist will here find many interesting studies. Many beautiful and interesting minerals may here be obtained, and much may be learnt as to the way in which these minerals were formed. The botanist will not, perhaps, discover many new plants: but there are known kinds under peculiar conditions of growth, for the climate is singularly favourable to certain kinds of vegetation, owing to its average temperature and constant moisture, without But chiefly will the lover of marine much cold. zoology be rewarded for the trouble of visiting this spot. Nowhere in Europe, under the most favourable circumstances, can so great a wealth of animal life be found within a small space as in some of the Sark caverns. These are as remarkable for their extraordinary grandeur and beauty, as for the singular multitude and variety of the zoophytes they contain.

The ordinary and best landing-place in Sark is called the Creux; but before attempting a description of it, let us first present to the reader a general outline of the coast scenery of the whole island. Approaching the island from the south, we first reach and pass a small island called Le Tas, near which are some fine detached rocks on the shore, and a large cave. Beyond this, to the east, small recesses are seen in the vertical cliff; one of them clothed with green to the water's edge, at a point where a narrow opening conducts to a kind of large open funnel, called the Pot. With some little difficulty this can be descended from the top, and the fringe of ferns and other plants around it, with the curious appearance of the opening seen from below, render it well worthy of a visit. Past the Pot is another smaller bay, with caverns, to which there is no land access; and then comes a third bay, with a pebble beach, immediately below the eastern and most perpendicular side of the celebrated Coupée, the narrow neck connecting Great and Little Sark. After this is an exceedingly broken and wild larger bay, in which are many caverns and large rocks, entirely pierced through. here, as indeed everywhere, is covered with large, angular and rolled rocks. This is d'Ixcart Bay, and towards it a very pretty valley comes down from the interior of the The valley, however, terminates at a steep cliff.

There then succeed two singular points of land, the Point du Chateau, connecting which with the interior is a curious ridge called the Hog's Back, and the Point du Derrible.\* The latter headland is separated from

<sup>\*</sup> This headland and the Creux are generally spoken of and described as Point Terrible and the Creux Terrible. There is, however, no doubt that the word *Terrible* is a corruption of *Derrible*, an old French word, signifying a fallen mass of rock.

the cliffs by a nearly vertical gap, but not by a sea passage.

A comparatively narrow inlet, enclosed by these two headlands, terminates in a fine rocky bay, within which are many caverns, and also the entries to one of those curious funnel-shaped openings called *creux*, of which the Pot in Little Sark, and several others round the coast, are less perfect examples.

The "Creux du Derrible," as this is called, is a large natural shaft or chimney, communicating below with the sea, and opening above into a field. It resembles the shaft of a mine, and a wild growth of brambles and furze surrounds the opening, one side of which is much lower than the other. To look down requires a steady head, for the walls are absolutely vertical, and only overgrown with vegetation round the outer rim, where a small earthen wall has been built to keep off stragglers. There is, however, little real danger. water the sea rushes in below by two large entrances; one wave following another with a rapidity and force only possible where the water has but a few hours to rise thirty or forty feet into a funnel-shaped land-locked bay. The white foam of the angry water rises high in the cave, and is said in former times, when the entrance was narrower, to have splashed up nearly to the top during severe storms. The roar of the waves, and the disturbance caused by the rolling of the pebbles and boulders over the floor, reverberates in the shaft. Such is the Creux du Derrible at high-water, and then a nearer view is impossible.

But it may be visited under other circumstances It is possible, though not very easy, to make a descent by a narrow winding path, overgrown with ivy, to the brink of a cliff, down which, by the help of some iron rings fastened in the rock, one can reach the bay, into which, at the further extremity, the Creux opens. A wild rocky beach, covered with boulders, being crossed, we reach a yawning cavern, having a somewhat regular entry. It is one of two natural tunnels, about 100 feet long, that lead to an amphitheatre, having an oval floor, covered with pebbles, about 100 feet in length by 50 feet across.

Within the amphitheatre the walls of naked rock rise 150 feet or more in height, and are quite perpendicular. The colour of the rock varies. At the furthest extremity from the sea is a vein of rich, reddish-brown, clayey material; but around, and on the floor, are several kinds of granite, and much hard stratified schistose rock is seen. The variety of colour, arising partly from the different weathering of the rock, and partly from lichens, is very striking. The stillness, broken only by the waves as they break over the pebbles; the blue sky or fleecy clouds seen through the opening above; the bright, sharply-defined rocks of the Point du Derrible visible through one of the entrances, and a part of Jersey through the other; a little overhanging vegetation at the top, and the rolled pebbles of the floor: these form together a variety of scenery rarely approached in majesty and picturesque beauty.

Beyond the entrances to the Creux, the wet rocks,

covered with sea-weed, may safely be crossed during a receding tide, and another small bay is then entered, in which is a vast detached rock, pierced with a natural arch, while beyond this again is another detached mass—a group of pinnacles, somewhat resembling one of the Autelets\*—which is, however, in so insecure a state, that it may perhaps be washed away, or at any rate greatly modified, before another season arrives. Woe to the unhappy tourist who is found here after the tide begins to rise. Without climbing over a mass of steep, jagged rock, he will be cut off from the open bay of the Creux; and should he succeed in reaching this, he may still miss the approach to the ascent and be kept on the beach for some hours.

Between d'Ixcart Bay and the Creux harbour, one can find rough paths along the cliffs, which afford many admirable points of view. From the Hog's back, a long, narrow ridge of hard rock, formerly a place of refuge,† and now marked by a tower, one is enabled to see not only d'Ixcart Bay, but Little Sark and the outline of the peculiar jagged depression over which the Coupée road passes, revealing the true nature of that curious isthmus, and justifying the name given to it. The castellated rocks of the Point du Derrible, and the noble form of the extremity of that jutting, rocky mass, are also here seen to great advantage.

<sup>\*</sup> The Autelets, or small altars, are detached pinnacles of rock, well known to all visitors to Sark.—See p. 153.

<sup>+</sup> Like Jerbourg and other places in Guernsey, these promon. tories were, no doubt, rendered defensible against the chance attacks of pirates.

From one part of the cliffs, beyond the Point du Derrible, a descent conducts us to a fisherman's cove, just opposite the Creux harbour, sheltered by a small, rocky island, but not connected with any bay. The singular form and picturesque outline of the Burons is here well seen, although their number cannot be made out; and they rather resemble a few large islands than a group of rocks entirely detached at high-water.

The Creux harbour was till lately one of the most curious of the Sark wonders. It was very small, and sheltered by a little breakwater, leaving an entry only just wide enough for a small boat. The breakwater was destroyed in the storms of the winter of 1865-6, but was rebuilt on a somewhat larger scale. From the old breakwater there was no appearance of a practicable road It was necessary to enter before seeing into the island. the gloomy tunnel that alone gives access to the road. So singularly concealed was the approach, that the Lords of the Admiralty, arriving at Sark in 1855 on their tour of inspection, and intending to land, actually did land on the breakwater; but there being no human being in sight, and no one knowing the state of the case. or seeing the tunnel, their lordships gave up the task as hopeless, and returned on board in search of less difficult landing-places; and better known, if less picturesque spots.

There is an interesting small cave on the left of the Creux Harbour, the sides of which are covered with numerous crystals of quartz. It is worthy of a visit, if time permit.

A pretty valley opens to the back of the tunnel, and communicates with the narbour. A road also passes through this valley to the table-land above.

It is curious that neither this nor the adjoining valley (d'Ixcart Valley, known among the English visitors as Baker's Valley), are open quite down to the sea, both terminating in a precipitous, though not lofty cliff. Until the tunnel was bored and made the direct road, the Epercherie\* was the chief landing-place. From the Creux harbour, and from the hill above, very beautiful views of the Burons are obtained, altogether different from those before described. All the rocks are now perceived, with the passages between them, and they look small and almost grotesque. To the left is another corresponding group of rocks, projecting beyond the southern arm of the bay, called the Grève de la Ville; and as there is a small intermediate inlet, the view is symmetrical and exceedingly picturesque.

The Grève de la Ville is a wide sweep of pebble and rocky beach, with a double group of caverns at its southern extremity, connected with a large arched rock,—the "Chapelle ès Mauve."

These caverns are only accessible at low-water, and are not easily visited. The shingles here do not afford a landing-place, but the bay can be entered from above, and there is good anchorage. Boats are moored at a point called the Banquet, and a rough

<sup>\*</sup> Esperquerie—the harvest of dried fish; from perques, the perches or poles on which the fish was hung up to dry. The name thus derived is now applied to the place where the drying was carried on.

road leads to the top. Beyond this is the Epercherie, in some states of the weather a more convenient harbour than the Creux; and it is seriously contemplated to make this once more the principal landing-place of Sark.

We now approach the northern extremity of the island, which, like all the rest of the rocky coast, is penetrated by noble caverns and cut into shreds by the mixed action of weather and the sea. The principal caves are the "Boutiques," a group eminently characteristic of the island, and highly interesting and instructive. They are best entered from above, at a point where an island is nearly formed by the action of the sea upon a vein of soft clavey mineral. foot of this narrow cleft are piled gigantic boulders of granite; but about half way down is a transverse cleft of considerable length; the roof not yet fallen in, and the floor composed of rocks, whose edges and corners are still sharp and angular. At the end of this is an opening to the sea to the left, and a continuance of this opening into the solid rock by caverns to the right. Beyond, is a continuation of the main cleft to the extreme point of the island. Not possessing the rich lining of zoophytes seen in the Gouliots, this series of caverns is less interesting to the zoologist; but as illustrating the mode in which Sark is being destroyed, there can be imagined nothing more striking or more instructive to the geologist.

Round the Nez,\* as the little island north of Sark

\* Judging from old maps, as well as from the probabilities

is called, and past the entrance to the Boutiques, we come to a confused pile of rocks, extending to a pretty



AUTRLET ROCKS, SARK.

bay (Seignie Bay), whence are seen the detached islets called the Autelets, one of the most picturesque of the case, not only has the Nez become recently detached, but the land formerly stretched out to some distance towards the north, with a greater breadth than at present. The appearance of the fallen and still angular blocks, contrasted with the perfect roundness of those that have been longer exposed, testifies to the fact of considerable destruction in a short period.

groups of rocky masses around Sark. A footpath has been constructed down the face of the cliff, chiefly in a vein containing iron and manganese ore, so that the little bay can sometimes be reached; but the vein is so soft that falls constantly take place, and the path is not always practicable. The view, shut in by the steep face of rock, the picturesque "Autelets" on one side, and the pile of angular masses of granite on the shore, is extremely fine. At low-water there is a walk quite round to the Port du Moulin, beyond which again is a noble, detached rocky mass, the Tintageu; \* and then another bay, the Grand Pegane, and Beyond the latter is the the Port de la Jument. Moie de Mouton, a nearly detached rock, forming a sort of promontory, approachable only by a boat. Point du Derrible on the opposite side of the island, and other rocks of its kind, of which we have already mentioned so many, it is strikingly bold, angular, and apparently capable of resisting almost indefinitely the grinding action of the tidal and storm wave. But like the rest. it is on the road to destruction; and some other mass, now a part of Sark, will succeed it in due time. is no access to the shore beyond the Moie de Mouton till the celebrated Gouliot caves are reached. approached by a rather troublesome descent from the table-land, the path leading past the Havre Gosselin, which may be conveniently visited on the same excur-They consist of noble vaulted caverns, piercing a promontory which extends towards, and has origi-

<sup>\*</sup> Tintageu—Tint-à-jeu—Tin Tagel (as in Cornwall), the Devil's Castle. One of the very few Celtic words remaining in the Channel Islands

nally been connected with, the Gouliot rock and the island of Brecqhou (He des Marchands) the whole of the rock at and near the water-level, beneath the promontory called the Sault Jehan (John's Leap), is honeycombed in a singular manner, forming a succession of caverns constantly altered by the action of the waves. A very fine view of the Gouliot rock and passage, with the caverns just visible, and the island of Brechou to the left, is obtained from the Havre Gosselin.

The Gouliot caves,\* which may at all times be reached from above, can only be thoroughly explored at extremely low tides; and even then, the visitor must be prepared to wade through some depth of water.

The descent was formerly a difficult task to any one not accustomed to cliffing, and not endowed by nature with a steady head. In this case, however, as in many others, there is little danger when there is no fear, and the path has lately been very much improved, so as to allow naturalists and lovers of wild nature to venture with perfect safety into the caves. The path is carried along the rocky face of a small inlet, and terminates on some large rocks covered with black slippery sea-weed and little barnacles, the rocks having been thrown by the sea in its angry moments above the reach of ordinary tides. Over these one has to pick one's way into the first great cave, which is a long natural tunnel, something like the Boutiques, penetrating completely through a small promontory that stretches out beyond the middle of

Gouliot.—Goulot or Goulet, a narrow inlet, like the neck of a bottle.—Anglice, the gullet.

the west coast of Sark, and separated from the island of Brechou and the Gouliot rock by a channel, passable at all times. This first cavern is of noble proportions, and the floor is roughly piled with immense boulders, giving many a varied view of the small but picturesque "Havre Gosselin," seen through the opening at the farther extremity. But this cavern, though fine, is, as it were, a mere outer court, preparing us for the glories to be revealed within. Its walls are partly covered with those singular currant-jelly-like animals one sees expanded like living flowers in marine aquaria; deep blood-red is the prevailing colour, but dark olive-green varieties are also common, and numerous yellow and brick-red patches are seen at intervals. A few muscles, and tens of thousands of limpets and barnacles, cover Abundance of life is seen, and some of the boulders. the specimens are as rare as they are beautiful. branch of the first cavern, in which is a deep pool of water, conducts to the sea; but it is better to wait till low-water and creep round outside. We then enter a gloomy series of vaults lighted from the sea, and communicating with each other by natural passages.

Every square inch of surface is covered with living corallines; and, in some parts, an infinite number of *Tubularios* are seen occupying the walls. As it is only at rare intervals that these animals are deprived of water, and the caverns are always damp and gloomy, the conditions are particularly favourable for their development, and their dimensions and

vigour sufficiently prove the healthiness and suitableness of the locality.

The Havre Gosselin succeeds the Gouliots; and in it also are caverns of considerable magnitude. They afford fresh examples of vertical cliffs, connecting with and originating small bays. More caverns and small coves succeed; another little harbour, the Port-és-Sees, is passed, and we then come to the expanse of sand and shingle from which the western and more sloping side of the Coupée commences to rise.

There is a path down to this bay from the Coupée. It is a steep zigzag, not pleasant to descend, although not very difficult of ascent.

The rest of the coast is that of Little Sark. The rocks are somewhat lower here than on the larger division of the island, and there is nothing calling for special remark till we reach the little harbour of Gouray, where, in former times, vessels were moored, bringing stores from Cornwall for the mines adjacent. A large group of rocks and small islands forms a temporary barricade to this part of the island, and keeps off some of the heavy seas that sweep round during the equinoctial gales, and at other seasons.

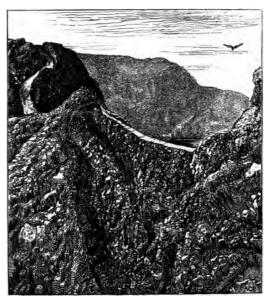
We have thus completed our survey of the coastline of Sark as it may be seen by walking round it on the cliffs, or sailing along the shores, according as circumstances permit; but the detached islands and rocks are not often safely to be reached, although the many stout boats seen moored at all the little landing-places show that the Sark fishermen are not afraid of braving rough seas and dangerous shores. About twenty small nooks and coves may be counted along the shore, but access to the land from some of them is so difficult that nothing but necessity would induce any ordinary tourist to undertake the trip.

Between Sark and Brecqhou is the detached rock called the Gouliot Rock, the celebrated Gouliot caverns, already alluded to, opening under the cliffs that face this rock. The water-passage between the Gouliot Rock and Brecqhou is deep, dark, and dangerous. The current is swift, and varies with the tide, and at times it is almost impossible to row against it. There is, however, depth of water sufficient to float a large vessel, and daring sailors, in time of need, have ventured to sail through it.

Like the larger island adjacent, Brecqhou is almost intersected by caverns and surrounded by picturesque rocks. Seen from the sea—their jagged and varied forms resembling pinnacles and castles, with cormorants standing sentinel on the flat edges, and gulls perched on the commanding heights—these rocks contrast finely with the black overhanging precipices of the island. But the overfalls and the white foam, also visible in the sea near them, give notice of the hidden dangers that lurk beneath, and remind the boatman of the caution that is needed in threading his way through the narrow channels that alone are safe.

It will be evident, then, that there is plenty of work in Sark for several days, even for the most energetic tourist. Many of the points of view can only be seen to advantage at certain times of tide; whilst some of the descents to the beach include wanderings for one or more hours in romantic caverns.

We have as yet spoken chiefly of the coast, and it is true that this is the chief attraction of Sark. But several hours may well be devoted to visiting the



THE COUPEE, SARK.

gardens and grounds of the Seigneurie, the wooded glade called d'Ixcart Valley, and the magnificent Coupée, the glory of the Channel Islands.

In its present state, the Coupée is deprived of much

of the charm which danger must formerly have lent to so curious a phenomenon; but although more easily visited, it is also preserved from further change by the road that has been constructed across it. Soft veins of clay, deeply cut into by long exposure to weather, have gradually lowered the surface of the island at this point, while the waves below have assisted, removing all the debris washed down, and undermining the foundation. The result is very For a space of about 200 yards there is now a narrow roadway, with a precipice on each side, partially sheltered in two places by a shoulder of harder rock than the rest. The road is reached by a deep cutting through the rock on the northern or Great Sark side, and the whole requires more attention than it now receives, to prevent its becoming still more steep and dangerous than it is.\*

Standing in the middle of the Coupée, one is able to see the sands and boulders of two small bays, one to the right and the other to the left, at the foot of a precipitous cliff of nearly 300 feet, the greater part of which is almost vertical.† On the Sark side, there is

<sup>\*</sup>In the year 1811, a portion of the surface was detached from near the centre and fell to the bottom, leaving the width of the passage only a few inches more than two feet. In 1813, after the repairs of this part, the width was only five feet—See Quayle's Report, p. 297.

<sup>†</sup> The actual distance between the base of the cliff towards the east, and the base of the cliff towards the west, as determined trigonometrically by Lieut. Richards during a recent survey of Sark, was 300 yards. It cannot be regarded, however as altogether permanent.

a flat wall of flesh-coloured clay; and at various places between the larger and smaller tracts of land is a very decomposing granite, which helps to vary and improve the outline, though without strengthening the cause-Defended by the road, the work of destruction goes on slowly; but a very little neglect might result in the entire separation of the two divisions of Sark. It seems to have escaped the notice of most writers on the island, that the Coupée is the result of atmospheric influences above, as well as of the action of the waves The latter cannot now act very much, as the sea rarely beats against the earthen buttresses which support the road, except at highest tides, and during The rain, however, never fails to resevere storms. move some of the soft material of which the interspace between the granite on the two sides is formed.

No one should visit Sark without paying a visit to the garden and grounds of the Seigneurie. The inhabited part includes a very picturesque group of buildings, with a tower rising from the dwelling-house, and a number of small constructions, some modern, some very old, but all in good condition and excellent taste. In the grounds every possible advantage is taken of the natural features, and lawns, ponds, shrubberies, plantations, with flower and fruit gardens, are most conveniently and charmingly at hand.

The Church was built in 1820, and retains outside its original plainness of design. A new chancel has lately been built, very greatly improving the appearance of the interior. It occupies a prominent position, and produces to the eye not a particularly agreeable effect from every point of view. The little parsonage, however, is a neat picturesque cottage, and forms one of a group of houses (the ancient manor-house of 1565) which might be called a village. There is also a girls' school.

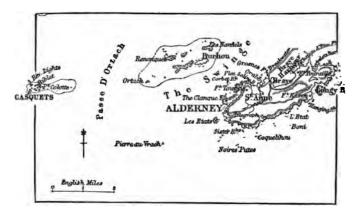
The few other dwelling-places, collected in groups in different parts of the island, are all, with the exception of some miners' cottages in Little Sark, picturesquely, but stoutly built, and with comfortable, well-devised roofs either of thatch or tiles. Many of the old buildings are of amazing strength, the walls being sometimes six feet thick, built of solid granite. Notwithstanding the abundance of good granite in Sark, both Jersey and Guernsey stones, especially the former, have often been used for the coign-stones of the buildings, chiefly because it was easier and cheaper to bring them back as ballast from the regular quarries than to quarry and shape the Sark stones.

On the whole, it may safely be said that there are very few islands, even though many times larger than Sark, that contain so much of beauty, romantic scenery, and interest. Notwithstanding its extreme smallness, days and even weeks slip away, and there is always something new to see, some new effect of light and shade on the rocks or foliage to watch, some singular phenomenon of natural history to study, so that one leaves the place at last, even after a lengthened stay, with a feeling that there remains much work to be done, and much to be seen that is new and interesting.

There are no streams in Sark, but water is plentiful, and good at all seasons. The houses being for the most part detached, the population small, and the rainfall considerable, there has never occurred any want, in this respect. With regard to food the case is different, and were it not for the sheep now kept by the farmers, it would often be impossible to obtain meat. Those, however, who are enabled to exist on other food than beef and mutton, will find no difficulty in supply ing the requirements of nature.



OLD DOORWAY, FARMHOUSE, GUERNSEY.



ALDERNEY AND THE CASQUETS.

## ALDERNEY.

Position and magnitude.—Latitude between 39° 42′ and 39° 42′ N. Longitude between 2° 9½′ and 2° 14′ W. Length 3½ miles from N.E. to S.W. Width about 1 mile. Highest elevation, 280 ft. Area, 1962 English acres. Population in 1871, 2788, in 1881, 2048; but these figures include the military with their families, and persons on board vessels in harbour. Distances.—From the landing-place in the harbour to St. Peter Port, Guernsey, 20 miles; to St. Helier's, Jersey, 45 miles; from Portland Bill, the nearest point of England, 60 miles.

Communication.—Generally twice a week by steam-boat from Guernsey conveying the mail, and starting shortly after the arrival of the mail-boat from Southampton at St. Peter

Port. Occasionally by other steamboats making excursions. The landing is alongside a breakwater only recently constructed. The steamer after touching at Alderney, sometimes goes on to Cherbourg.

Language.—Generally English. There is a local French patois, but the islanders who use it are very few in number, and most of the inhabitants are English. The English language is taught in the schools.

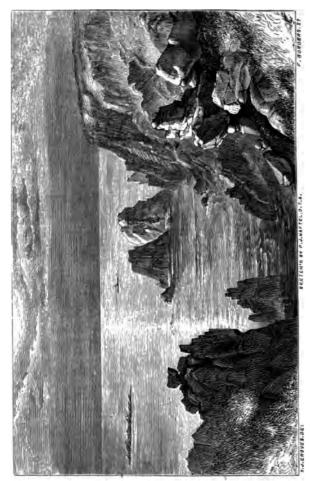
Accommodation.—There is an excellent hotel (Scott's), with a garden, half way up the hill between the harbour and the town of St. Anne, which is situate in the centre of the island. Accommodation may be had there at very moderate cost. There are other inns on a smaller scale. They afford fair accommodation, but are not equally good.

Trade.—Except a small exportation of cows and a very large export of early potatoes, Alderney trade is chiefly confined to the import of articles of consumption required by the troops and their families.

Alderney is the largest and principal member of a group of islands and rocks forming the northernmost division of the Channel Islands. As a military position, it may be regarded as the Ehrenbreitstein of the English Channel.\* The greater part of the island is a flat table land, more or less cultivated. The land continues flat to the edge of the south-eastern and southern cliffs, which are wonderfully grand, and there descends almost

\* It corresponds, however, to what Ehrenbreitstein would be, if in the hands of the French, and held against Germany, rather than to the value of that fortress in the hands of Prussia. As an island, Alderney is considered defensible; but it has a large exposed surface; and only one of the forts (la Touraille) is constructed to hold out against a serious land attack with heavy artillery.





VIEW FROM THE LOVERS' CHAIR, ALDERNEY.



vertically into the sea, presenting to the lover of fine scenery a succession of magnificent examples of broken and perpendicular walls of rock. On the north side of the island the ground slopes gradually towards a succession of bays, more or less tame.

Approaching the island from Guernsey, the exceedingly lofty and abrupt cliffs of Alderney are somewhat masked by a number of detached rocks or islets, lying a short distance from the south-western extremity of the land. A still nearer approach separates them, and shows something of their magnitude and importance. This coast terminates at a small battery or rock fortress, standing out about a furlong from the land, with which it connects by a causeway. The Clanque, as this fortress is named, is the first of an important series of defences which run round nearly five miles of coast, reaching from the Clanque to Fort Essex. The Clanque is situated near the south-western extremity of the island, and the part of the coast requiring defence includes not only the whole of the side of the island facing the north-west, but the whole northern extremity, and about a mile of the side facing south-east. The rest of the south-eastern side and the southern extremity, are naturally defended, and may safely be left to take care of themselves.

The form of Alderney has been mentioned. The ground rises from the sea, on the north-western side, in some places by a gradual slope, and in others by a succession of terraces, to a plateau about 250 feet above the sea-level. The whole of the coast is rocky; on one

side (the west) there is a cliff of irregular angular blocks of granite, fallen away from above, and deposited as a natural talus, reaching about half way up the ancient cliff. On the other side is a bluff precipice of rock, reaching to the sea, and defended by an outer barrier, or fringe of granite islands. Beyond the heap of detritus on the west side, there is also a fringe of unbroken portions of the granite rising out of the sea.

The talus, just described, extends from the Clanque towards the north-east to the commencement of the new harbour, and renders it impossible to strengthen this part of the island except by coast-forts adapted to resist a landing on the dangerous shores of the bays that exist between the Clanque and Albert forts. these bays there are three; the westernmost, Clanque Bay, is between the Clanque and Fort Tourgis. very rocky and not deeply indented; nor is the land very approachable from it. The next is the Platte Saline, extending to Fort Doyle, between which and Grosnez is a small bay, called Crabby. There are sands at low-water in these two bays. At Grosnez, the pier On the side of the Platte Saline nearest commences. Fort Tourgis is a pretty opening, giving access to the interior of the island, and connecting with valleys opening in the opposite direction, at a point called Tres Vaux, or Three Valleys. These valleys terminate abruptly at a lofty, vertical cliff. The part of the rock out of which these valleys are scooped is an exceedingly rotten granitic vein, readily acted on by the weather. A small stream

of water comes down to the western coast, and has been made use of to turn a wheel. Roads communicate from the Platte Saline to the town, which lies above, on the plateau, at a short distance.

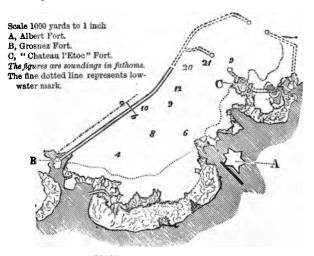
A neck of land near Cape Grosnez is called the Braye, and gives its name to the next bay—the largest and most important of all, and the one selected for the new harbour.

From the extremity of this headland, on which is a strong fort, the long arm of the western pier or breakwater takes its origin. The distance of this point from the opposite land of the bay is about 1200 yards, this being therefore the effective width of the natural bay. The curve is nearly semicircular, but the bottom is rocky and at present shallow. Much blasting and clearing out will therefore be necessary; and owing to the direction taken by the west breakwater, the harbour must always be inconvenient.

The harbour originally projected required the construction of two small breakwaters: one, 900 yards to the east from Cape Grosnez; and another, north-west from Roselle Point, running out 400 yards. These would have enclosed the natural bay.

To enlarge this design (which was originally either too much or too little), it was determined to alter the direction of the west breakwater to east-north-east. This has involved a large quantity of work done in water upwards of twenty fathoms deep, and has completely cut across the excellent anchorage that might have been secured by carrying the breakwater from

rock to rock. Had this latter work been decided on, a magnificent harbour would have been secured at a comparatively small expense. Nearly a million sterling has now been expended on the 1200 yards of the west breakwater at present carried out. The east breakwater is not yet commenced.



BRAYE HARBOUR, ALDERNEY.

The effect of the breakwater hitherto has been to shelter a considerable part of the anchorage from west and south-west gales. There were originally several rocks within the space enclosed, but most of these have been lowered to a sufficient depth to render the harbour safe even for large vessels.

The annexed plan may supply a fair idea of

the works, as the two methods suggested for completing the harbour are indicated by broken lines.

Great as the error has been in the construction of this harbour, and although, beyond doubt, the accommodation, when completed, will be far less and far worse than it ought to have been, no policy could be more absurd or suicidal than to stop or check the works in their present state. The shelter that will be afforded when the works are completed is an object of great im-To obtain this, vast sums have been exportance. pended in constructing a long series of forts, to command efficiently some five miles of coast. It is to this harbour that our merchant ships would look for safety in the event of war. It is here that gun-boats and other ships of war would collect—to this place they would repair for coal and stores-here they might refit, and hence they might issue to cut off and destroy an enemy stationed at Cherbourg. If the Channel Islands are to be preserved—and that the possession of these islands means the possession of the Channel, is more than ever the case now-it can only be by rendering Alderney useful as well as strong; and much of this usefulness consists in there being a harbour of refuge. It is not now the time to consider what might have been done better; but it is a very serious question indeed, what can be done best with the materials still at our command.

On the northern side of the harbour is a hill of no great height, but of an exceedingly hard porphyritic rock, which has been strengthened, and on which is constructed the principal defence of the island. This is Albert Fort. Beyond it is another, much smaller, but also important work—the Chateau d'Etoc. Between the two forts is another rocky little bay.

At the foot of a small hill near Fort Touraille is the first of a series of extensive quarries, opened and worked for the purposes of the harbour. The stone here is a grit-stone, partly fine and partly coarse-grained; moderately hard, compact, and capable of being worked in blocks of considerable size.\* This kind of sandstone rock forms the whole of a small, low promontory at the north-easternmost extremity of the island. In a military sense, this extremity is the weakest point of the island. The coast is low, and though certainly very rocky, and with a considerable current generally driving past, it might, in favourable weather, be made use of for landing men and artillery.

To strengthen as much as possible this part of the island, no less than six forts and batteries have been constructed, the total length of coast-line being only about two miles; but it still remains weak, should an attack be made with mail-clad ships able to silence the batteries. There would be no difficulty in constructing a deep and wide canal, detaching this weak part of Alderney altogether, reducing the number of men and guns required for the defence of the place, and greatly

<sup>•</sup> It is a fact of some interest, that many old buildings in Guernsey are partly constructed of this stone. It was, no doubt, much less costly to work and carry it from Alderney than to break the island granite with the imperfect tools at command.

strengthening the remaining defences, by rendering the landing of artillery almost impossible, except in Braye Harbour or on the Platte Saline.

This little promontory of sandstone has several small rocky bays, the last and largest of which, and that which cuts deepest into the shore, is called Longv Bay. Sand partly covers the rocks in all these bays; but the grit-stone rises in small jagged ledges and angular blocks, often extremely picturesque, and giving a curious appearance to the shore at low-water. small island of sandstone is connected by a causeway with the northern side of Longy Bay. It is called the "Isle du Ras"—the island of the Race (of Alderney)—a name corrupted into Rat Island. On it is a fort of. Similar islands, occupied by forts some importance. and communicating by causeways, may be seen to the east and west of the northernmost point of Alderney, completing, as far as possible, the defences of those parts of the coast regarded as assailable.

The scenery of the coast, from the Clanque round to Longy, is not either grand or very picturesque. There are some small valleys with a few trees; but for the most part the aspect of the land is naked and tame. Albert Fort is an exception; and, from its severe simplicity of outline, it impresses one more with an idea of strength than any other part of the island. It is well placed, the approaches are few, and the intensely hard porphyritic rock on which it is built has been made available on all sides.

From Longy Bay the rest of the south-eastern part

of the island, a distance of nearly five miles, offers a succession of grand and beautiful examples of cliff scenery. These, however, are only approachable with some little difficulty, by following the line of the cliff, and descending from place to place where the ground admits. There is hardly a single point along this whole coast at which it is possible to reach the sea without incurring greater trouble and risk than the occasion altogether warrants; but, without this, enough may be done to satisfy the lover of the picturesque, however severe and critical his taste may be. Commencing at Longy, one can ascend the steep cliff to the south by a good road, which continues as far as Fort Essex, where there is a curious little tower, said to be of great antiquity. From this, a rough climb conducts to the Roche Pendante, one of the most magnificent isolated masses of sandstone rock to be seen. This grand pinnacle rises from a heap of broken fragments of sandstone, but is itself a part of the cliff. The separation is a narrow gorge, whose walls are absolutely vertical. rock, having a stratification parallel with that of the cliff, stands—a huge, square block of stone—on a base whose area is some two or three thousand square feet. It is at least thirty, perhaps forty, feet in height, and there is another similar but smaller block a little below, which again connects with a succession of rocky eminences extending out into the sea.

A noble view is obtained from the rocks at the foot of the Roche Pendante, the sandstone being seen in a succession of stratified plates dipping away into

the sea, and covering the cliffs as far as the eye can reach. Many inlets occur, and each of them presents peculiar and beautiful features, produced by numerous thinly-bedded grey rocks, coated with lichens, projecting beyond the soil.

Passing on along the slope of the cliff, the gritstone may be walked on for more than a mile. ceases, and is succeeded by deep hollows, alternating with bold, narrow ridges of hard granite rock, several of the granitic masses extending out to sea and forming detached islands. The cliffs are here, without exception, far too steep to render a descent possible: but one can generally perceive the nature of the coast by going some distance down on the deeply-shelving slope, overgrown with broom, heather, and grass. At one place a huge arched rock is seen, the light piercing through from the further side. In another is a small beach, covered with black sand, mixed up with numerous large rounded blocks of granite. Here the rocks descend at once into a deep black pool; there the water is so clear that the rocky bottom is visible from the cliffs above, although their height is nearly 200 feet.

Continuing to work our way round the various inlets, we come again, after a time, to the sandstone, of which there is a second small patch, quarried near the top of the cliff, and seen reaching the sea. Afterwards there is nothing but naked and rough granite and porphyry. Wonderfully broken and precipitous are the cliffs thus formed. Many of them are quite vertical either to the sea or to very small bays, where the water is seen foaming and boiling in the most extraordinary manner. From one headland to anotherround great hollow depressions, where the granite is soft and decomposing-along parts of the cliff where wide cracks at the surface show the possibility of the ground sinking under his feet, the visitor must pick his way, rewarded occasionally by bursts of unexpected grandeur and beauty. The cliffs are often so vertical that one may look down to the sea rolling in at one's feet, and across a narrow inlet perceive clearly the geological structure of an opposite cliff. There is one spot in particular, where a wall of rock, a couple of hundred feet deep, displays a beautiful olive-coloured porphyry crossed by great horizontal veins of flesh-coloured felspar, succeeding one another at intervals down to the water's edge.

The scenery of the cliffs varies a good deal, and much of it is almost peculiar to Alderney. In many places depressions of the surface are observable, and one is obliged either to make a wide circuit or descend a deep hollow. Two or three such scoopings out of the surface are passed on the south-east coast. They correspond to the presence of a peculiarly decomposing rotten material, that alternates with the hard parts of the rock. As there are generally hard walls to these softer hollows, they are often in the highest degree picturesque, for the action of the sea having worn away a deep inlet, the wall of rock on each side allows of the inlet being approached pretty closely without inconvenience. Up one such hollow the telegraph-wire communicating

from Portland, through Alderney, to Guernsey and Jersey, had been brought. It is now unfortunately useless.

Towards the south-western extremity of the island there is a succession of very bold and grand cliffs, beyond which is a reef of picturesque rocks, some of them of large size. At length we come in sight of Clanque Battery, and the little island beyond. These mark the termination of the bold line of coast. The fragments of a magnificent Druidical monument may be traced on the cliff at this point.

It is the fashion, and has become almost a tradition among the officers quartered at this station, to speak of Alderney as a desolate spot, offering no single object of interest, and nothing to occupy any rational person for many hours. But those who are capable of appreciating grand, rocky scenery, and who are able to look at it; persons who would regard Wales, Scotland, and Switzerland, as worth visiting for themselves, for their wild beauty, and for the sublimity of their scenery, ought not to complain of this remarkable island. Such persons may find along the coast we have been describing, quite as much grandeur and beauty as they have anywhere seen in a day's ramble. And although there is certainly no extended line of this fine rocky cliff, owing to the smallness of the island, still even a distance of only five miles, where every hundred vards exhibits something worth pausing to admire, will occupy a good deal of time. siderable drawback exists, owing to the great difficulty, often amounting to impossibility, of getting down safely



## THE CHAUSSEY ARCHIPELAGO:

INCLUDING

## THE MINQUIERS AND THE DOUVRES.

THE islands thus designated, although chiefly belonging to France, are geographically a part of the Channel Islands group. They contain but little cultivable land. and are for the most part rocky fragments half covered by the sea at high water. The number of shoals, rocks. reefs, rocky islets, and islands, seen at low water is exceedingly great. The sea around is very dangerous, and there are few good channels of deep water. The rocks and shoals form altogether an irregular line about 60 miles long, ranging about W.N.W. to E.S.E., extending from near Granville to the Douvres—the outermost group above the water-and including the Minquiers, a large and exceedingly dangerous bank with a few rocky islands permanently above the water. For thirty miles out from the French coast, in the direction of these rocks, there is no water ten fathoms deep, and few passages safe even for small vessels. Beyond this is a good passage of twenty miles, terminating with the Douvres.

The Minquiers are the rocks seen on crossing from St. Helier's to St. Malo, or vice versa. The Chaussey Islands are between the Minquiers and Granville. The plateau or bank of the Minquiers is about twenty miles from east to west, and ten from north to south. The north edge of the bank is about twelve miles from St. Helier's.

The highest and largest of the Minquiers is called the "Maitresse Ile." It lies in a direct line between St. Helier's and St. Malo. It measures 200 yards by about 50, and rises 72 feet above high water at neap tides. There are several huts on it, and some traces of vegetation, but it is only used as a resort of fishermen during summer and vraicking season. There is no fresh water on it.

The Maitresse Isle is not the central rocky group of the Minquiers. This group is called "les Faucheurs." None of the rocks are high. They are parts of very dangerous and abrupt rocky ledges rising out of water comparatively deep. There is excellent fishing-ground in the sands and shingle banks near, generally much resorted to for turbot.

The Chaussey Islands are about eight miles west of the Rock of Granville. They occupy an irregular space six and a half miles from east to west, and five miles from north to south. The largest island is called "La Grande Ile." It is the furthest to the south, and is the only one of any importance.

Seen as we approach the islands from Granville, a kind of natural breakwater appears to extend parallel to the coast of the Cotentin. This fringe or wall of rock is, however, broken through at many points, and on a nearer view the breakwater resolves itself into a chain of rocky islets with very narrow boat passages between them. They rise out of deep water. All are of granite and much weather-worn. They are marked, for the sake of recognition, some by little towers, some by masts, others by piles of stones. On two or three are huts, and these have a little pasturage for a few cows or sheep, which feed on the coarse wiry grass that grows upon them. Brambles, furze, and broom, are mixed with this coarse herbage.

The "Grande Ile" is approached through rocks that resemble some vast Druidical monument. There is a narrow channel leading to a small cove (the Sound of Chaussey); and here a pier and harbour have been constructed by the French government.

The island is about two miles in length, but very irregular, and much narrower than its length. It consists of a number of low hummocks of rocky granite, more or less decomposed and weathered, and covered at intervals with grass. The hummocks are connected by rocky causeways.

Towards the north is a hill called the Gros Mont, and towards the south an elevated headland called Pointe Marie. On the western side is a low ridge of hilly ground on which are the ruins of a fort, erected during the seventeenth century on the site of an old monastery. There is a burial place adjacent.

Under the shelter of these hills are several houses

and farm buildings, with some fields and an orchard. Here also are some quarries of exceedingly tough and sound hornblendic granite.

Formerly there were about a hundred inhabitants of the island, employed in fishing, cultivating, and quarrying. There was then a Seigneur with feudal rights. The French government having purchased it, took possession, and the island is fortified.

There is excellent fresh water obtained in large quantity from a permanent spring.

From the Gros Mont an excellent view of the whole Archipelago is obtained. At high water the islands are detached, and the rocks can be counted. Towards low water the contrast is very striking. The islands seem much larger and connected. The rocks have become islands. Other rocks also have come into view, and all are covered with enormous quantities of sea-weed. The appearance is thus described by M. Quatrefages, an eminent French naturalist, who, some years ago, published a delightful work on the coast of Normandy, entitled "Rambles of a Naturalist." He says, "Blocks of every variety of form and size are grouped together in a thousand different ways, some rising into pyramids, others graduated and cut into irregular tiers of steps; others again, heaped into confused masses like the ruins of some giant structure; at one place appearing like colossal Druidical stones, at another entangled together like the rude materials of some Cyclopean edifice, or else suspended and so slightly poised that a breath of air seems sufficient to overthrow them."

A good deal of business is done on the "Grande Ile." Besides the government works, which are extensive, there are the farmers and farm-labourers, stone-cutters, fishermen, and barilla-collectors. There are seven or eight families of fishermen living in primitive huts, consisting of rough walls of stone, three or four feet high, cemented by mud, and covered by old boats turned upside down. In each such dwelling, ten or twelve feet long and six or eight wide, sleeps a whole family, consisting of father, mother, sons, daughters, nephews, nieces, and friends attracted from the mainland by the promise of a day's fishing. The principal fish caught are, however, not fish but lobsters, of which each family is estimated to take from eight to ten thousand annually. They are sold at Coutances, and forwarded to Paris. Shrimps are also sometimes taken in enormous quantities.

The sea-weed on the Chaussey rocks is cut from the rocks at low water, dried on the sands, burnt, and the ashes melted in kilns. In this way is produced the barilla of commerce.

Besides the "Grande Ile," several of the smaller islands are named. They are of extreme interest to the naturalist, especially to the marine zoologist. They are in this respect almost as rich as the celebrated caverns of Serk, but they are hardly more accessible.

There is a lighthouse on the "Grande Ile," at an elevation of 120 feet from the sea, the light being visible fifteen miles. A strong fort has been built, and the island has been made defensible. The DOUVRES rock lie away to the west beyond the Minquiers. There are twelve rocky heads, always uncovered, rising from a ledge very dangerous at all times of tide. The highest rock rises fifty feet above high water. The whole group measures four miles by three in extent.

There is another smaller ledge, called *Barnonie*, about three miles south of the Douvres.

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Personally Patronised by their

Royal Highnesses

The Duke of Edinburgh

The Duke of Connaught,

Prince Leopold,



Princess Beatrice,

Prince and Princess Christian,

Prince Frederick Charles of

Prussia,

and other distinguished Visitors.

The only one in Aberdeen expressly built from the Foundation as a First-Class Hotel, and for which purpose the entire Building is expressly occupied.

THE IMPERIAL HAS LATELY BEEN ENLARGED
AND REFURNISHED.

THE IMPERIAL HOTEL is well known for its home comforts, and is without exception the only First-class Hotel in Aberdeen.

Address-The Manager.



# PALACE HOTEL,

Union Street, ABERDEEN

(One Hundred Yards from the Railway Station).

# THE PALACE

Is one of the largest, most recently erected, and best appointed Hotels in Scotland.

THE Management is under the direct and constant supervision of the Proprietor, who has had a long practical experience, and as Chef de Cuisine has had the honour of serving personally many of the

# Royal and Imperial Families of Europe.

Selected Vintage Wines at Moderate Charges.

The Hotel 'Bus awaits arrival of all through Trains. CHARLES MANN, Proprietor.

## ABERDEEN.

# THE FORSYTH HOTEL

## 90 TO 104 UNION STREET.

First-Class, combined with Moderate Charges.

M. & E. WALKER.

# LANDLES' EXCHANGE RESTAURANT,

STIRLING STREET & EXCHANGE STREET. ABERDEEN

(Opposite Imperial Hotel).

Breakfasts, Luncheons, Dinners, Teas, Suppers, Grilled Chops, Steaks, Kidneys, etc. Soups, Fish, Entrees, Joints, Sweets. Tea and Coffee always ready. Sandwiches. Wines, Spirits, Liqueurs, Ales, and Stouts. Cigars, Cigarettes, etc., all of Best Quality.—Orders by Post or Telegram punctually attended to. Charges moderate.

J. LANDLES, Proprietor.

(From Blenheim Restaurant, New Bond Street, London.)



#### ESTABLISHMENT, HYDROPATHIC DEESIDE

HEATHCOT, NEAR ABERDEEN.

THE Climate of Decside is the healthiest in Scotland. Residents at this Establishment have the privilege of preserved Salmon and Trout Fishing in the River Dee, which runs through the Estate of Heathcot.

The Turkish and other Baths are constructed with all the latest improvements recessing of Universities.

Terms per week, £2, 10s.; for two having same Bedroom, £2 each.

For particulars apply to Dr. Stewart, Medical Superintendent, Heathcot, near Aberdeen.

#### FLIES DRESSED TO PATTERN.

# WILLIAM GARDEN,

# GUNMAKER, FISHING ROD AND TACKLE MANUFACTURER, 1221 UNION STREET, ABERDEEN.

Large Stock of Salmon, Trout, and Loch Flies to choose from.

AMMUNITION OF EVERY DESCRIPTION.

Guns. Fishing Rods, and Reels repaired or made to order.

ABERFELDY.

# BREADALBANE ARMS HOTEL.

One minute's walk from the Station.

SITUATED at the entrance to the Glen and Falls of Moness, and Birks of Aberfeldy, this Hotel is the best centre from which to visit the most magnificent scenery in Scotland.

Coaches run daily in connection with Loch Tay Steamers.

## Post Horses and Carriages of all descriptions.

Salmon and Trout Fishing on a beautiful stretch of the Tay, and Trout Fishing on Loch-na-Craig, both with use of Boat Free.

#### CMNIBUS AWAITS ALL TRAINS.

Orders by Post or Telegraph punctually attended to.

ALEXANDER NICOL, Lessee.

ABERFOYLE.

# BAILIE NICOL JARVIE HOTEL.

JAMES BLAIR, Proprietor.

THIS Hotel has recently been greatly altered and enlarged. It is situated at the Starting-Point of the New Road for the Trossachs and Loch Katrine, and a short distance from the terminus of the Strathendrick and Abertoyle Rallway. In the neighbourhood are the Famous Trouting Waters of Lochs Ard and Chon, on which fishing can be had from Mr. Blair, who keeps during the season excellent Boats and Boatmen for the use of Anglers and Pleasure Parties.

Post and Telegraph Offices within two minutes' walk of the Hotel.

POSTING IN ALL ITS BRANCHES.

#### ABERYSTWITH.

THIS Hotel is situated on the Marine Terrace, facing the sea, and contains several Private Sitting Rooms, Coffee Rooms, Ladies' Drawing Room, Library, and all its Bedrooms are pleasantly situated.

#### Table d'Hote at 6 c'clock during the Season;

Arrangements made for Families.

TARIFF ON APPLICATION.

W. H. PALMER, Proprietor.

ASHBURTON, DEVON.

E. JNO. SAWDYE. Proprietor.

THIS Hotel, the principal one in the Town, is replete with every convenience for the comfort of Tourists and Travellers. It contains spacious Suites of Private Apartments, has an extensive Garden attached, and is in the immediate neighbourhood of the finest of the Dartmoor Tors, Haytor Rock, the Buckland and Holne Chase Drives, the upper reaches of the celebrated river Dart, and some of the most picturesque of the world-famed Devonshire Scenery.

## Post Horses and Carriages of every description.

Excellent Trout and Salmon Fishing may be had in the neighbourhood on payment of a small fee. Particulars can be obtained on application to the Proprietor of the Hotel.

# AUCHNASHEEN

Connected with the Auchnasheen Station of the Dingwall and Skye Railway.

THIS HOTEL is situated amid very fine scenery, varied with mountain, loch, and river, and is the starting-place of Tourists for Loch Maree, Gairloch, &c.

The Coach for these places starts from the door daily, and seats can be secured by etter or telegram addressed to Mr. M'Iver, the Proprietor of the Hotel and Coach.

Comfortable and well-aired Bedrooms, and careful attention in every way.

Posting in all its Branches.

MURDO M'IVER, Proprietor.

#### BALLATER.

# INVERCAULD ARMS HOTEL

#### UNDER NEW MANAGEMENT

In connection with the Invercauld Arms Hotel, Braemar.

POSTING IN ALL ITS BRANCHES. & COACH TO BRAEMAR DAILY ON AND AFTER 1st MAY

(By Special Appointment Posting Master to the Queen.)

M'GREGOR.

## BANAVIE.

# LOCHIEL ARMS HOTEL.

THIS Hotel is now under new Management, after extensive
Alterations and Improvements. Over 100 Beds can be made
up. Principal Starting-place for Mr. MacBrayne's Steamers for
Inverness.

New Ladies' Drawing Room. First-Class Billiard Room.

POSTING. FAMILIES BOARDED.

POST AND TELEGRAPH OFFICE.
GUIDES FOR THE ASCENT OF BEN NEVIS.
CHARGES STRICTLY MODERATE.

JOHN MENZIES, Proprietor,
Recently Lessee of the Caledonian Hotel, Inverness.

# BATH.

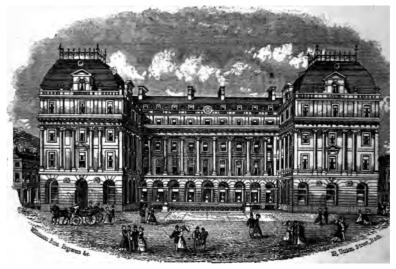
# CASTLE HOTEL

THE OLDEST ESTABLISHED and most CENTRAL for Families, Private and Commercial Gentlemen.

JOHN RUBIE, Proprietor.

8 BATH.

# PUMP ROOM HOTEL



IS situated in the centre of the City, and connected with the finest suite of Mineral Water Baths in Europe,

IMMEDIATELY OPPOSITE THE GRAND PUMP ROOM AND ABBEY, AND THE RECENTLY DISCOVERED MAGNIFICENT ROMAN BATH.

This Handsome Hotel is replete with every Accommodation, and is especially adapted for those requiring the use of the Bath Waters.

The Wines are carefully selected, and the Cuisine is under an experienced Chef.

FOR PARTICULARS APPLY TO

C. W. RADWAY, Lessee.

#### BARMOUTH.

# THE MARINE HOTEL,

Pleasantly situated on the Esplanade close to the Sea.

THIS Hotel has just been refurnished throughout in the most elegant style; Coffee Rooms, Drawing and Private Sitting Rooms, and a large number of Bedrooms commanding a pleasant Sea and Mountain View. Smoking and Billiard Rooms.

#### POSTING TO ALL PARTS.

Good Boating and Bathing close to the Hotel.

Tariff on application to the Proprietor,

HENRY J. COX.

# BELFAST.

# THE IMPERIAL HOTEL.

FIRST-CLASS.

BEST SITUATION.

Omnibuses meet all Trains and Steamers.

W. J. JURY, Proprietor.

# EGLINTON AND WINTON HOTEL,

HIGH STREET, BELFAST.

First-class Family and Commercial,

Is splendidly situated, being most convenient to Banks, Post Office, &c.

TRAM CARS PASS THE DOOR.

HANDSOME BILLIARD AND SMOKING ROOMS.

Omnibuses attend all Trains and Steamers.

NIGHT PORTER.

TERMS MODERATE.
JOHN MANTELL, Proprietor.

Telephone No. 246.

BERWICK-ON-TWEED.

# KING'S ARMS HOTEL AND POSTING HOUSE.

FOR FAMILIES AND COMMERCIAL GENTLEMEN.

The Hotel Omnibus meets the Trains.

JOHN CARR, Proprietor.



BETTWS-Y-COED.

# ROYAL OAK HOTEL.

THIS Celebrated Hotel has an unrivalled situation, and is very suitable as a centre I from which the most beautiful scenery in North Wales may be visited. It is near the Station, to which it has a private road. The coaches for Llanberts, Beddgelert, and Bangor, start daily from the Hotel.

AN OMNIBUS MEETS EVERY TRAIN. FISHING TICKETS FOR ALL THE NEIGHBOURING RIVERS.

Billiards. Lawn Tennis. Archery,
POSTING. FIRST-CLASS STABLING.

David Cox's celebrated Signboard Picture.

R. PULLAN, Proprietor (Ten Years Proprietor of the Crown Hotel, Harrogate).



BLAIR-ATHOLE

# ATHOLE ARMS HOTEL.

Adjoining the Railway Station.

NOW one of the largest and best appointed Hotels in the Highlands.

THE SITUATION is unequalled as a centre from which to visit the finest Scenery of the Perthshire Highlands, comprising Killiegrankie; Lochs Tummel and Rannoch; Glen Tilt; Braemar; the Falls of Bruar, Garry, Tummel, and Fender; Dunkeld; Taymouth Castle and Loch Tay; the Grounds of Blair Castle, etc.

This is also the most convenient resting-place for breaking the long railway journey to and from the North of Scotland.

TABLE D'HÔTE daily during the season in the well-known magnificent DINING HALL, with which is connected *en suite* a spacious and elegantly furnished DRAWING ROOM.

Special terms for Board by the week, except during August.

#### Tariff on Application.

THE POSTING DEPARTMENT is thoroughly well equipped.

Experienced Guides and Ponies for Glen Tilt, Braemar, and Mountain

Excursions.

D. & P. T. MACDONALD, Proprietors.

# THE TILT HOTEL.

Within Five Minutes' Walk from the Railway Station.
ALEXANDER STEWART, PROPRIETOR.

THIS HOTEL, under new Management, is beautifully situated opposite the entrance of famous GLEN TILT, BLAIR CASTLE GROUNDS, and within walking distance of the FALLS OF FENDER, THE SALMON LEAP, and other objects of interest.

Visitors and Tourists honouring this Hotel will find every attention paid to their comfort and convenience, combined with moderate charges.

POSTING IN ALL ITS DEPARTMENTS.

The Drives include Glen Tilt, the Pass of Killiecrankie, Queen's View, Loch Tummel, Loch Rannoch, Falls of Tummel, Falls of 24, Bruar, Falls of Garry, etc. etc.

Letters and Telegrams for Apartments or Conveyances punctually attended to.

An Omnibus to and from the Station free of Charge.

Parties boarded by the week at a reduced rate except during August.

Guides and Ponies for Glen Tilt, Braemar, and other Excursions.

BLAIRGOWRIE.

## ROYAL



## HOTEL.

THIS old-established Hotel is now well known for comfort and cleanliness, superior Cuisine, and High-class Wines. Charges moderate. Excellent Parlour and Bedroom accommodation. Spacious Coffee and Billiard Rooms have been added.

FIRST-CLASS HORSES AND VEHICLES.

Coach to Braemar daily at 11 A.M. during July, August, and September. Seats secured by Post or Telegram.

'Bus meets all Trains.

Shootings Inspected and Valued.

JOHN ANDERSON, Proprietor.

#### BLAIRGOWRIE.

# QUEEN'S HOT

Established Half a Century.

THE above long-established and first-class Hoyel has recently been much enlarged and improved, so that Families, Tourists, and Commercial Gentlemen will find in it every comfort and attention. Blairgowine is on the shortest and most direct route to Braemar and Balmoral, the drive to which is very grand, passing Craighall (General Clerk-Rattray), one of the most picturesquely-situated mansions in Scotland. Post Horses and Carriages of every description, with careful Drivers.

Charges strictly Moderate.

Coachest o Braemar and in July Passancers booked at the Hotel

Coaches to Braemar early in July. Passengers booked at the Hotel.

An Omnobus wests all Trains.

Orders by Post or Telegram for Rooms, Carriages, or Coach seats, carefully attended to.

#### BOURNEMOUTH.

### NEWLYN'S ROYAL EXETER HOTEL.

Patronised by the Royal Families of Europe.

THIS First-Class Hotel is situated in the most sheltered and picturesque part of Bournemouth, South Cliff, within one minute's walk of the Pier, and receives the highest patronage. *Cuisine* as at the Clubs.

Proprietor, HENRY NEWLYN,

Many years Manager of the Junior Athenœum and Guards' Clubs, London.

"Remarkably quiet and select, with the most refined comforts of a private house.—Court Journal, 22d June 1878.



# THE INVERCAULD ARMS,

The finest Hotel situation in Scotland.

Recently re-erected after Plans by J. T. WIMPERIS, Esq., Sackville St., London.

MAGNIFICENT DINING HALL, ELEGANT LADIES' DRAWING
ROOM, AND NUMEROUS SUITES OF APARTMENTS.

POSTING IN ALL ITS BRANCHES.

BY SPECIAL APPOINTMENT POSTING-MASTER TO THE QUEEN Coaches during the Season to Blairgowrie, Dunkeld, and Ballater.

Excellent Salmon Fishing in connection with the Hotel.

Letters and Telegrams Punctually attended to.

A. M'GREGOR.

# FIFE ARMS HOTEL

## BRAEMAR, BY BALMORAL.

By Special



Appointment.

Patronised by the Royal Family and the Court.

Coaches daily between Braemar and Ballater, and Braemar, Blairgowrie, and Dunkeld.

POSTING IN ALL ITS BRANCHES.

#### LAWN TENNIS.

PARTIES BOARDED BY THE WEEK UNTIL

1ST AUGUST.

Mr. M'Nab has leased from the Earl of Fife, K.T., seven miles of his Lordship's Private Salmon Fishings, which gentlemen staying at the Hotel can have.

BOWNESS, WINDERMERE.

#### CROWN HOTEL.

SITUATE in extensive grounds, immediately overlooking the Lake. Families boarded by the week or month. Coaching and Posting to all parts daily. Omnibuses and Servants attend arrival of all Trains and Steamers. Tennis Court. Billiards. Hot and Cold Baths. Table d'Hote daily. Charges Moderate.





# (IRELAND) INTERNATIONAL HOTEL, BRAY, County Wicklow.

THIS FIRST-CLASS HOTEL is situated near the Railway Station, Seabeach, and Esplanade, central to all the far-famed Scenery of the County of Wicklow.

Visitors to this fashionable place will find The International Hotel replete with every comfort, and the Cuisine and Wines of the best quality.

All Charges are fixed and moderate.

Boarding Terms per week may be had on application to the MANAGER.

C. DUFRESNE, Proprietor.

BRIDGE OF ALLAN, NEAR STIRLING.

## HYDROPATHIC ESTABLISHMENT.

BEAUTIFULLY situated and sheltered by the Ochils, on a dry and porous soil. The House is replete with every comfort and convenience. Elegant Suite of Baths, including Turkish, Russian, Vapour, Spray, &c., all on the most approved principles.

Terms, including all charges, £2:12:6 per week.

Applications to be addressed to Mr. MKAY, House Superintendent.

#### BRIDGE OF ALLAN.

## QUEEN'S HOTEL.

ANDERSON begs to intimate that he has taken over the Business of this First-Class Old Established Hotel, and hopes, by strict attention and Moderate Charges, to merit a share of the patronage so kindly bestowed in former years.

Hotel 'Bus meets all Trains.

BRIDGE OF ALLAN.

# CARMICHAEL'S HOTEL.

TEMPERANCE.

Within easy access of Callander, the Trossachs, and Lochlomond.

POSTING IN ALL ITS BRANCHES.

HOTEL 'BUS ATTENDS ALL TRAINS.

# BRIGHTON GRAN

THE largest and most complete Marine and Fresh Water Aquarium in the World.

THE largest and most complete Marine and Fresh Water Aquarium in the World.

The Collection of Fishes and other aquatic Animals in this magnificent Establishment is unequalled for variety and the number and size of the specimens exhibited.

Sea Lions, and baby Sea Lion, born in the Aquarium, May 1877; Porpoises, Royal Sturgeons, baby Sturgeons, Telescope Fish, Sea Horses, Herring, Macker, Sterlet, Mud Fish (Gambia), Electric Eels (Amazon), Groups of Alligators and Crocodiles, Sea Birds (Northern Divers), and thousands of other rare Specimens, many of which are not to be seen in any other Aquarium. The Aquarium Band at intervals daily. Concerts or Entertainments every afternoon and evening. For an Recitals twice daily.

Admission—Daily, 1s. Schools Half-Price. Evening, 6 Periodical Tickets.—One Month, 5s.; Three Months, 7s. 6d.

Note.—From 1st May to S18t October Excursionists are admitted at Sixpence each

Note.—From 1st May to 31st October Excursionists are admitted at Sixpence each upon presentation of Railway Ticket. J. WILKINSON, Sec. and Manager.

#### BUXTON, DERBYSHIRE.

# GROSVENOR PRIVATE HOTEL.

BROAD WALK.

THIS High-Class House (carried on many years by the late Mr. Brian Bates) stands in the most charming, convenient, and central situation in the Town, adjoining and overlooking the celebrated Gardens, and close to the Mineral Wells and Baths.

> Comfortable Smoking Room. Reduced Terms from October 1st to April 30th.

THE.

# BUXTON HYDROPATHIC ESTABLISHMENT AND WINTER RESIDENCE:

(MALVERN HOUSE)

#### DERBYSHIRE.

Overlooking Pavilion and Public Gardens.

WITHIN four minutes' walk of Celebrated Mineral Baths and Railway Stations. The Establishment has been Re-decorated and Handsomely Furnished.

TABLE D'HOTE, 6 O'CLOCK.

FOR TERMS, ETC., APPLY TO THE PROPRIETOR.

#### CALLANDER.

#### THE M'GREGOR HOTEL.

ALEXANDER M'NAUGHTON, PROPRIETOR

(For Ten Years Waiter at the Alexandra Hotel, Oban).

TOURISTS and Families visiting the above long-established and First-Class Hotel will have every comfort and attention, and the Charges will be found strictly moderate.

Salmon and Trout Fishing on several Lochs, also on three miles of the River Teith.

Letters and Telegrams for Rooms promptly attended to.

#### CARDIFF.

#### THE ANGEL HOTEL:

THIS beautifully-situated first-class House is built on the site of the old Cardiff Arms Hotel and Gardens. Cardiff Castle, the residence of the Marquis of Bute, being on the north side, the Park and Gardens on the south, and commanding uninterrupted views from nearly all the rooms. The Hotel has been fitted up and furnished with all that experience can devise to ensure the comfort of Visitors; it is within seven minutes' walk of all the Railway Stations, and Tram Cars pass every few minutes to all parts of the Town.

Magnificent Coffee Room and elegant Suites of Rooms.

BLAND & SAVOURS, Proprietors.

#### CALLANDER AND THE TROSSACHS.



# DREADNOUGHT HOTEL

#### CALLANDER.

THIS old-established and favourite Hotel adjoins the Callander R way Station, and is the most convenient and comfortable place Tourists to and from Oban and the Trossachs to break their journey.

Large Posting Establishment. Coaches to the Trossachs.

Fishing on the River and Lochs free to Visitors.

Accommodation for over 100 sleepers, moderate charges.

Tariff.—Table d'Hote Breakfast, 2s. 6d.; Dinner, 4s.; Tea, 1s. 6 Bedroom, 2s. 6d. and upwards; Attendance per day, 1s. 6d.; Priv Parlour, 5s. and upwards; Table d'Hote Dinner at 6.30.

F. KLEFFEL, Manager.

#### CARLISLE.

# THE COUNTY AND STATION HOTEL,

WHICH affords every accommodation for Families and Gentlemen, is Fireproof, and connected with the Platform of the Railway Station by a covered way. Porters in attendance on arrival of Trains.

A Ladies' Coffee Room.

CHEPSTOW.

## BEAUFORT ARMS HOTEL.

An Old-Established First-class Family Hotel, within two minutes' walk of the Railway Station, Castle, and River Wye.

Ladies' Coffee Room 60 feet by 30. Gentlemen's Coffee and Billiard Rooms.

Omnibuses and Carriages meet all trains.

The BEAUFORT ARMS HOTEL, Tintern Abbey, conducted by the same Proprietress. E. GARRETT.

#### CHESTER.

#### THE GROSVENOR HOTEL

 $\mathbf{F}^{\text{IRST-CLASS.}}$  Situated in the centre of the City, close to the Cathedral and other objects of interest.

A Large Coffee Room and Ladies' Drawing Room for the convenience of Ladies and Families.

Open and close Carriages, and Posting in all its Branches.

Omnibuses attend the Trains for the use of Visitors to the Hotel. Tariff to be had on application. A Night Porter in attendance.

DAVID FOSTER, Manager.

#### CHRISTCHURCH.

# CHISTCHURCH HOTEL.

#### NEWLYN'S FAMILY HOTEL.

"Charming Views from the Balcony of the Hotel."

Opposite the old Priory Church and Ruins.

Omnibuses to and from the Station. Excellent Boating in the Harbour.

GOOD! FISHING.

#### CLIFTON.

#### CLIFTON-DOWN HOTEL

Presing the Summasion Bridge.

printing popularity of his Hotel has compelled the Proprietors to extend the second lation by the utilition of several Bedrooms, Laties Drawing Rooms, a Smite of Apartments for Wedding Breakfasts, Ball Suppers, &c. se. Tismors will have all the constants of home, with fixed and moderate charges. The situation of the Hotel is neviralled, being on the Down, and within ten minimum walk of the new Clifforn-Down.

Tarticalies, sering on the Scilowing Prins are easy, returning to the Hotel the Scilowing Prins are easy, returning to the Hotel the Scilowing Prins are easy, returning to the Hotel the Scilowing Prins are easy, returning to the Hotel the Scilowing Print Alexanders, Glavelon, Pertahesa, larvill, Newport, and Channelle, Responsible, Responsib

Ciffion Hotel Company (Limited).

CLIFTON, GLOUCESTERSHIRE

#### "LYNDHURST." 22 PEMBROKE ROAD. GLIFTON.

Private Bearding House-Notice of Removal.

MRS. J. M. HANCOCK has REMOVED from ARLINGTON HOUSE to the above, a newly-erected Residence, with lofty and well-ventilated Rooms, and modern sanitary arrangements.

TERMS ON APPLICATION.

#### COLWYN BAY, NORTH WALES.

#### POLLYGROGHAN HOTEL

(Late the Residence of Lady Erskine).

THIS First-class Family Hotel is most beautifully situated in its own finely-wooded park in Colwyn Bay, commanding splendid land and sea views; there are miles of delightful walks in the adjacent woods. It is within a few minutes' walk of the Beach and ten minutes' of Colwyn Bay Station, and a short drive of Conway and Llandudno.

See-Bething, Tennis, Billiards, Posting,

J. PORTER, Proprietor.



## CONISHEAD PRIORY

Hydropathic Mansion, by Ulverston, Furness.

LADIES' & GENTLEMEN'S TURKISH, SEA, & LAKE WATER BATHS.

Summer Terms, from 1st April to 30th September, from \$2:12:6 per Week.
Winter Terms, from 30th September to 1st April, from \$2:9s. per Week.

Resident Physician.—Dr. Alexander W. Gordon Price, University of Edinburgh. Manager—Mr. Grant, to whom Letters should be addressed, and from whom Terms and Prospectuses may be obtained on application.

THE Magnificent and Historical Mansion of Conishead Priory, built at a cost of about £140,000, standing on its own beautifully-wooded grounds, on the western shore of Morecambe Bay, is, on high medical authority, stated to be one of the best Hydropathics in the kingdom, both for Summer and Winter residence.

Excursions can be made from the Priory, either by coach or rail, to any part of the English Lake District, returning in the course of the day; and special arrangements have been made for excursion parties on extremely moderate terms. The Directors have also liberally provided for amusements.

"One of the finest of old English mansions."—Scotsman. "Justly described as the Paradise of Furness."—Black's Gutde. "The furnishings and appointments throughout are of the best."—Bradford Observer. "The architectural character of Conishead Priory gives this establishment a more magnificent building than usual, indeed no place of the kind at all approaches it in this respect."—Newcastle Chronicle. "Here the hawthorn scents the air; there a gigantic rhododendron lavishes all its beauties; sycamores and oaks, and firs abound."—Christian World.

The PRIORY OMNIBUS waits the arrival of every Train at Ulverston. Passengers for the PRIORY by the London and North-Western Railway change Carriages

at Carnforth Junction. Passengers by the Midland Railway may require to change at Helliefield.

#### ROYAL HOTEL

THIS Hotel is pleasantly situated on the main road between Crieff and Lochearnhead. I Places of interest are numerous in the vicinity, viz. GLENARTNEY, GLENLEDNOCK, Loch Turrer, Spour Rollo; also within fifteen minutes walk is the famous "Deil's Cauldron." Walks and other places of interest are numerous.

The Hot el has recently been enlarged and is now replete with every comfort for Families and Tourists, who can be Boarded on the most moderate terms.

CAPITAL TROUT FISHING is to be had in the rivers Earn, Ruchil, and Lednock. A COACH runs daily from the Hotel for Crieff Station; also the CALEDONIAN COACHES call at the Hotel on their route from Crieff to Lochearnhead, and vice verse, four times daily.
UNDER PERSONAL ATTENTION. CHARGES STRICTLY MODERATE.

POSTING ESTABLISHMENT COMPLETE. D. HAMILTON, Proprietor.

#### CONNEMARA.

Was Opened on Wednesday, the 12th September 1883. FOR TOURISTS AND SPORTSMEN.

#### HOUSE RFNVYIF

Fourteen Miles from Clifden, Four Miles from Letterfrack Thirty from Westport.

100D Sea Bathing, Sea and Trout Fishing, Seal and Mixed Shooting -but game to be the property of the proprietor. The situation of this Hotel is the finest in the country, close to the sea-shore, with fine white sands. Beautiful Drives in the neighbourhood. Cars, Boats, and Ponies to be had on hire, also Stabling. Salt Sponge Baths, and with Seaweed. The freshness of the breezes and mildness of the climate render it one of the best places for restoring health. A delightful retreat, suitable either for Summer or Winter residence.

> MRS. BLAKE, Proprietor. Renvyle, Letterfrack, Galway.

CAUTION.-Let nothing prevent your coming on.

#### CONWAY.

# THE CASTLE HOTEL

TIRST-CLASS. Beautifully situated in the Vale of Conway, and very central for Tourists in North Wales.

# Leave Train at Blanney Station for St. Ann's Hill.

## ST. ANN'S HILL HYDROPATHIC ESTABLISHMENT.

COUNTY CORK.

Founded by the late Dr. Barter in the year 1843. (21 miles from Blarney Station and 7 miles from the city of Cork.) Resident Physician-J. B. FITZSIMONS, M.D., Q.U.I.; L. AND L.M., R.C.S.I.; L.M. BOTUNDA HOSPITAL, DUBLIN; L.M., COOMBE HOSPITAL, ETC. ETC.



Postal Address—St. Ann's Hill, Cork

THIS celebrated Health Resort is a favourite with both Invalids and Tourists, being picturesquely situated amongst wooded hills, commanding a bird's-eye view of the groves and castle of Blarney, and occupying a central position within easy reach of the chief objects of interest in the south of Ireland; is only three hours by rail from the Lakes of Killarney, and two hours from Youghal, the entrance to the Blackwater (Irish Rhine), where Sir Walter Raleigh's house is to be seen; and is within walking and driving distance of many other places interesting to the antiquary, the artist, and the historian. THE BATHS,

As they should be in the Birthplace of the improved Turkish Bath in Western Europe, are amongst the finest in the kingdom, comprising separate spacious Turkish Baths for Ladies and Gentlemen, Pine, Electric, and all other baths and Hydropathic Appliances. Local electricity in its various forms and Waldenburg's compressed air apparatus are applied in suitable cases.

applied in suitable cases.

Attached to the establishment are Circulating Library, Reading Room, Covered Lawn-Tennis Court, three grass Tennis Grounds, Theatre, Cinder Tennis Court, American Bowling Alley, Billiard Rooms for both ladies and gentlemen, &c.

Good Trout-Fishing preserved for the use of Visitors. Foxhounds meet in the immediate neighbourhood. Postal and Telegraph Office in the Establishment.

SPECIAL TOURIST TICKETS for Two MONTHS at REDUCED RATES are issued at Kingsbridge, Dublin, on production of a written order from the Secretary at St. Ann's Hill, who will forward the same, or Prospectus, on application.

Terms from £2:2s, to £2:17:6 per week.

#### CORK.

## STEPHENS' COMMERCIAL HOTEL

(Opposite the General Post Office, Cork)

POSSESSES first-class accommodation for Tourists, Commercial Gentlemen, and Families.

It is very centrally situated-close to the Banks and Theatre.

Charges extremely Moderate.

MRS. STEPHENS, PROPRIETRESS, From the West of England.

EXTRAOT from a "Tour through Ireland," published in the North Briton, 1864:—

"When we arrived in Cork we took up our quarters at Stephens's Commercial Hotel, where we obtained excellent accommodation."

EXTRACT from the Glasgow Chiel, 27th December 1884.

"When you go to Cork, stop at Stephens's capital Hotel—everything done well."

#### CRIEFF.

#### THE DRUMMOND ARMS HOTEL.

First-Class. Renovated and Refurnished. Under new management. Families boarded by Week or Month. Large Posting Establishment.

The Hotel Omnibus meets every Train.

W. C. S. SCOTT, PROPRIETOR.

CRIEFF.

# STEWART'S HOTEL.

UNDER NEW MANAGEMENT.

#### POSTING IN ALL ITS BRANCHES.

THE above Hotel has been entirely Refurnished, both in Hotel and Stable Yard, and will be found replete with every convenience.

Good Trout-fishing in River Earn from April to September, and firstclass Salmon-Fishing on to the end of October. Tickets for Angling to be had in Hotel. DUNCAN FORBES, Proprietor.

#### DERBY.

#### THE ST. JAMES'S HOTEL,

IN the centre of the Town, facing the Post Office and Corn Market, is new, with every convenience for Families and Commercial Gentlemen.

A Large Hall for Meetings, Wedding Breakfasts, Concerts, &c. Hot and Cold Baths. Stock Rooms.

THE STABLING IS PERFECT AND EXTENSIVE.

J. WAGSTAFF, Proprietor.

DUBLIN.

## SHELBOURNE HOTEL.

SITUATED in the most central and fashionable part of Dublin, and is the great Tourist Hotel of Ireland. Contains magnificent Public Rooms, Elevator, Telegraph Office, &c. &c. First-Class. Charges Moderate.

JURY & COTTON, Proprietors.

DUBLIN.

# JURY'S HOTEL, COLLEGE GREEN.

The most Central Hotel in the City.

Superior Accommodation. Tariff extremely Moderate.
Table d'Hote at 3 and 6.30 p.m. daily.

LADIES' COFFEE, DINING, AND DRAWING ROOMS. HENRY J. JURY, Proprietor.

DUBLIN.

# THE WICKLOW HOTEL

(FAMILY AND COMMERCIAL).

6, 7, & 8 WICKLOW STREET,

Off Grafton Street, Dublin.

THE very centre of the City. Quiet, clean, comfortable, and homely. RICHARD O'BRIEN, Proprietor.

(Late Manager Stephen's Green Club.)

#### DUNBLANE.

# STIRLING ARMS HOTEL.

Beautifully situated on the river Allan, close to Station.

CHARGES STRICTLY MODERATE.

MRS. MARSHALL, Proprietress.

DUNKELD.

UNDER ROYAL



· PATRONAGE.

## FISHER'S ROYAL HOTEL.

COACH TO BRAEMAR AND BALMORAL DURING THE SEASON.

Seats secured only at the Hotel.

POSTING IN ALL ITS BRANCHES.

DUNKELD.

#### THE DUKE OF ATHOLE'S ARMS HOTEL.

D. ROBERTSON, Proprietor (late Grant's).

THIS Hotel, from its situation close to the beautiful Bridge of Dunkeld, commands an unrivalled view of the magnificent scenery on either side of the river Tay. The

Apartments, both Public and Frivate, are elegantly furnished and well aired.

Ther Majesty the Queen, in her Journal of her Life in the Highlands, has been graciously pleased to take notice of this Hotel as being very clean, and having such a charming view from the windows. The Empress of the French, with her Son, the Prince Imperial, also visited this Hotel, and was pleased to express her entire approval of all the arrangements.

EVERY ATTENTION IS PAID TO THE COMPORT OF VISITORS. Job and Post Horses, with Careful Drivers. An Omnibus awaits the arrival of all the Trains free of Charge. Seats can be secured at this Hotel for the Braemar Coach.

#### DUNOON. ARGYLL

#### UNDER NEW MANAGEMENT.

MR. D. S. MUNNINGS, for many years manager of the Royal Clyde Yacht Club and Marine Hotel, at Hunter's Quay, begs to intimate that he has been appointed as manager of the Argyll Hotel, and that it will be his constant endeavour to secure every comfort and attention to Tourists and others favouring him with their patronage.

The Argyll has first-class accommodation for Tourists and Families. The Bedrooms

The Argyll has first-class accommodation for Tourists and Families. The Bedrooms are large and well lighted. The Charges are strictly moderate. Special terms by week or month. Steamers to all places of interest on the Clyde call daily at Dunoon, which, as a centre or headquarters for the Tourist, is unrivalled, combining as it does cheapness of transit with great natural beauty of position.

Inquiries addressed to

D. S. MUNNINGS, Manager.

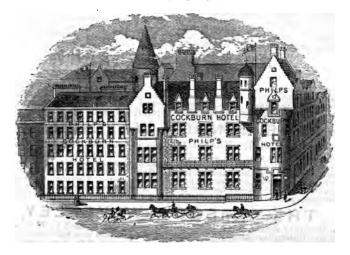
#### DUNOON, McCOLL'S HOTEL.

Adjoining the Castle Hill, West Bay.

Adjoining the Castle Hill, West Bay.

M. M. McCOLL (late lessee of the Argyll Hotel, Dunoon) begs to intimate to his numerous friends that he has purchased Lismore Lodge (late residence of H. E. C. Ewing, Esq., Lord-Lieutenant of Dumbartonshire), and has opened it as a First-class Family and Commercial Hotel. This House is beautifully situated, and commands a magnificent view of the Firth of Clyde. Every attention having been paid to the fitting up of the house, it will be found to possess all the comforts of a home. Tourists will find this a very convenient resting-place, as all the Steamers for the favourite routes touch here at convenient hours. Hot, Cold, and Spray Baths. Private entrance to West Bay Shore for Sea-bathing. Spacious and Airy Bedrooms. Private Sitting and magnificent Drawing Room. Splendid Dining Room. Croquet Lawn. Charges moderate. Table d'Hôte daily. This is the only Hotel in Dunoon with Ladies' Drawing-Room and Private Pleasure Grounds.

#### EDINBURGH.



THE

# COCKBURN HOTEL

Adjoining the Station and overlooking the Gardens.

JOHN MACPHERSON, PROPRIETOR.

#### CRANSTON'S

# WAVERLEY

## TEMPERANCE HOTELS.

#### THE OLD WAVERLEY,

42, 43, 44, 45, & 46 PRINCES STREET, EDINBURGH.

COBERT CRANSTON begs to return his sincere thanks to his Patrons and the Public for their favours during the last forty years, and has to intimate that the above Hotel has been entirely rebuilt, and is now second to none in the City. The whole of the internal arrangements have been remodelled, the accommodation greatly increased, including a most spacious Dining Room and a Ladies' Drawing Room, and the entire building fitted up in the latest and most approved manner, with a view to the comfort and convenience of his Patrons. It will, when completed, be the largest Temperance Hotel in the Kingdom. Notwithstanding the great expense attending the reconstruction, the charges will remain as formerly.

#### THE NEW WAVERLEY,

WATERLOO PLACE, EDINBURGH,"

Has been enlarged and improved, and to meet the great demand a number of commodious well-lighted Stock Rooms were added last year, affording special facilities to Commercial Gentlemen. Also, the new Waverley Hall, seated for upwards of 700 persons, is well ventilated, and admirably adapted for all descriptions of meetings.

#### THE LONDON WAVERLEY,

KING STREET, CHEAPSIDE (Established upwards of 33 years),

Has recently been more than doubled in size by the addition of an entire division of Trump Street, which has afforded greatly increased accommodation; and from its unrivalled position in the commercial centre of the city, it offers exceptional advantages to persons visiting London, either on business or on pleasure. The Guildhall, Corporation Offices, and the various Law Courts are in King Street, adjoining the Hotel, and Omnibuses pass the door every minute for every district and Railway Station in London.

#### THE GLASGOW WAVERLEY,

In Buchanan Street, is now closed, the site having been acquired by the Glasgow District Underground Railway. The name and business have been transferred to the WASHINGTON HOTEL, No. 172 SAUCHIEHALL STREET, one of the finest streets and busiest thoroughfares in the city, and in close proximity to the Railway Stations and to the Steamboat Piers. Principal Theatres in immediate neighbourhood, and Tramway and Bus communication to all parts of the city. The BUSINESS will be carried on there under the management of my Daughter, M. R. CRANSTON, on the same principles and at the same rates as the other Waverleys. Uniform Charges at all the Waverleys, viz.—

Breakfast or Tea	•	•		•	•	.18	. 8d.	, ls,	, 6 <b>d.,</b> 2s.
Public Dinner.	٠	•	•	•	•	•	•	•	28.
Bedroom	•	•	•	•	•	•	•	•	1s. 6d.
Private Parlours	•	•			•	•			. 3s.
Service		_ •	•		_ •		•		. ls.
Stock Rooms, from	m	2s.	вa.	per	day,	acc	ordi	ng	to Size.

Recommended by Bradshaw's Tourists' Guide as "the cheapest and best Temperance Hotel they had ever seen," and by J. B. Gough as "the only Home he had found since leaving his own in America."

AND



THE

(One of the finest Hotels in Europe.)

THE

# ROYAL HOTEL

DONALD MACGREGOR, PROPRIETOR, 53 PRINCES STREET, EDINBURGH.

The Royal Hotel is within a hundred yards of Railway Terminus, and occupies the finest position in the City.

PLACES OF INTEREST SEEN FROM HOTEL:—Arthur's Seat. over 800 feet high. Assembly Hall. Calton Hill. Edinburgh Castle. East and West Princes Street Gardens. Free Church College and Assembly Hall.

Royal Observatory. Sir Walter Scott's Monument.

Salisbury Crags.

St. Giles's Cathedral. Parliament House. The Royal Institution. The Royal Scottish Academy and National Gallery. The Antiquarian Museum. From tower of Hotel are seen the Firth of Forth, Bass Rock, the Lomond, Corstorphine, and Pentland Hills, and a part of four or five of the neighbouring counties.

Charges Moderate, Rooms from 2s. 6d. Passenger Elevator. Night Porters.

CAUTION .- Visitors intending to put up at the Royal must be careful to see that they are taken there, as mistakes have occurred causing great disapnointment.



"Mr. Marshall's productions are not surpassed in interest and beauty by those of Castellani himself."—Correspondent of the Scotsman on the International Exhibition.

#### ELGIN.

# STATION HOTEL.

THIS first-class Family and Commercial Hotel occupies one of the best sites in the town, close to the Railway Stations, about five minutes' walk from the Cathedral, and within easy drive of the beautiful and romantic Pluscarden Abbey and other places of interest in the neighbourhood. The Bedroom accommodation is first-class. Large Coffee Room, Drawing Room, Private Sitting Rooms, &c. &c. Also Billiard, Smoking, and Hot and Cold Bath Rooms.

Hiring. Table d'Hote daily.

WILLIAM CHRISTIE, Lessee.

Also of the Station Hotel, Lossiemouth.

#### EXETER.

# ROUGEMONT HOTEL.

Devon and Exeter Hotel Co., Limited.

(OPENED IN 1879.)

THE LARGEST AND ONLY MODERN HOTEL IN THE CITY.

Omnibus and Hotel Porters meet all Trains.

NIGHT PORTER. TABLE D'HOTE, 7 O'CLOCK.

T. W. HUSSEY, MANAGER.

EXETER.

# ROYAL CLARENCE HOTEL.

FACING THE GRAND OLD CATHEDRAL

THE MOST CENTRAL & MOST COMFORTABLE HOTEL. MODERATE TARIFF.

Patronised by the Best Families.

LADIES' COFFEE ROOM, BILLIARD ROOM, AND BATH ROOM.
Omnibuses and Cabs meet every Train.

J. HEADON STANBURY, Proprietor.

#### EXETER.

GARDNER'S

## HALF MOON HOTEL,

HIGH STREET.

(Old Established.)

FAMILY AND COMMERCIAL

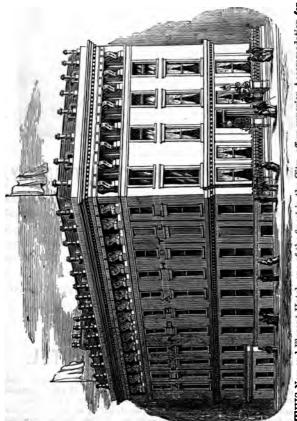
Is situated in the most central part of the City. Families and Commercial Gentlemen will find this House replete with every comfort, and the charges moderate.

Ladies Coffee Room and Superior Billiard Room. 8 spacious and well-lighted Stock Rooms.

Omnibuses belonging to the Hotel meet all Trains. A Night Porter.

GLASGOW.

# ALEXANDRA HOTEL



ery Luxury and Comfort calculated to add to domestic happiness. Nearest first-class Hotel to THIS New and Elegant Hotel, one of the finest in the City, offers superior Accommodation for Families and Gentlemen. The Proprietor respectfully states that this Establishment embraces CHARGES STRICTLY MODERATE. ill the different Railroay Termini

JOHN MACRAE, Lesses & Manager
TARIFF ON APPLICATION.

HIGH-CLASS TEMPERANCE HOUSE.

GLASGOW.

## PHILP'S COCKBURN HOTEL,

141 BATH STREET.

THIS large new Hotel is especially planned and constructed with every Modern Improvement to meet, the requirements of a First-Class Hotel. Situation unsurpassed. In an elevated and quiet but central and convenient part of the City; within easy access of the different Railway Stations and Steam-Ship Landings. Street Cars pass within a few yards to all parts of the City.

Passenger Elevator.

Turkish Baths and Billiard Rooms.

The home of Americans in Glasgow.

BED AND ATTENDANCE FROM 28, 6d.

LIBERAL BOARD TERMS.

N.B.—In connection with the Cock-Burn Hotel, Edinburgh, and Philp's Glenburn Hydropathic, Rothesay. Agent for Cook's system of Soottish Tours



TO THE HIGHLANDS AND ISLANDS OF SCOTLAND.

GLASGOW.

# MACLEAN'S HOTEL,

ST. VINCENT STREET, GLASGOW.

THE Accommodation is unsurpassed, and consists of luxurious Drawing, Dining, Coffee, Reading, Billiard, and other Public Rooms, 104 Bedrooms, etc., etc. The situation is close to the centre of the City, within half a mile from the various Railway Stations, Wharves, etc., and in the quiet West and Residential district close to Blythswood Square. From its elevated situation it commands extensive Views of Glasgow and the surrounding Country.

The Proprietor has resolved to maintain a Moderate Scale of Charges, a Tariff of which will be supplied on application.

Arrangements made for Boarding Families at Reduced Rates.

A Hydraulic Elevator on the Premises.



#### THE BATH HOTEL,

152 BATH STREET, GLASGOW.

The most comfortable First-class Hotel in Glasgow. Very Moderate Charges.
P. ROBERTSON, PROPRIETOR.

GLASGOW.

# ANDERSON'S STEEL'S HOTEL.

CORNER OF QUEEN STREET AND ARGYLE STREET.

The most central Hotel in Glasgow.

Ladies' Coffee Room. Over 90 Apartments.

Breakfast and Lunch from 1s. 6d. to 2s. 6d. Dinner from 3s.

Bed and Attendance from 2s. 6d.

WM. ANDERSON, Proprietor. Late of Café Royal Hotel, Edinburgh.

#### GLASGOW.

# HIS LORDSHIP'S LARDER AND HOTEL, 10 ST. ENOCH SQUARE, GLASGOW.

(Opposite St. Enoch Station Booking Office.)

TO exercise economy consistent with comfort, Visitors cannot do better than live at this most central House. Breakfast, Dinner, Tea, and Bedroom included, from 7s. to 8s. per day.

T. WHITE, Proprietor.

THOS. CURTIS, Manager.

#### Noted House for Scotch Goods.



## NEILSON, SHAW, AND MACGREGOR, 44 BUCHANAN STREET, GLASGOW, 8ILK MERGERS, LINEN AND WOOLLEN DRAPERS,

SHAWL IMPORTERS, AND GENERAL WAREHOUSEMEN.

#### DEPARTMENTS-

British and Foreign Silks.
French and Paisley Shawls.
Real Shetland Shawls.

Clan and Fancy Tartans.
Scotch and English Tweeds.
Real Aberdeen Winceys.

Linens Grenadines. Hosiery. Prints. Ribbons. Gloves Bareges. Paramattas. Flowers. Shirtings. Flannels. Parasols Knitting Yarns. Feathers. ferinces. Muslins. Trimmings. Small Wares. Laces, Bed-Ticks. Coburgs. Blankets. Cambrics.

A LARGE SALOON FOR MANTLES, MILLINERY, LADIES' OUTFIT, ETC.
MARRIAGE TROUSSEAUX OF THE BEST MATERIALS AND WORKMANSHIP.

#### UPHOLSTERY DEPARTMENT.

CARPETS, OIL CLOTHS, WINDOW CORNICES, AND CURTAIN FABRICS SCOTCH SHEETINGS, TABLE LINEN, ETC.

# A FULL STOCK OF SUMMER COSTUMES READY-MADE, OR MADE TO ORDER AT A FEW HOURS' NOTICE, For Coast and Travelling Season.

#### **FAMILY MOURNINGS.**

The BEST MATERIALS supplied in all the Departments.

A Competent Person sent to Residences in Town or Country to take instructions when required.

#### TAILORING DEPARTMENT.

For GENTLEMEN'S and BOYS' SUITS, & Large Variety of Scotch, English, and German Tweeds, Heather Mixtures, etc., always in Stock.

SHOOTING COATS, ULSTER COATS, HIGHLAND CAPES, ETC.,
Made to Order on the shortest notice.

#### FIRST-CLASS CUTTER ON THE PREMISES.

This NEW DEPARTMENT applies also to LADIES' JACKETS, RIDING HABITS, COSTUMES, BODICES, and to MINISTERS' GOWNS and CASSOCKS.

# Thompson's Concentrated NERVE TONIC

The Great Cure for all Nervous Affections, Weakness, Lassitude, Headache, Hysteria, Mental Depression, and Debility, also for Weak Stomach, Indigestion, and all Nerve Pains, Neuralgia, Gout, Rheumatism, Lumbago, etc. It gives strength and tone to the whole system. Phials, 1s. 9d., 2s. 9d., and 4s. 6d.; by post one stamp extra.

# COMFORT FOR THE FEET

Thompson's New French Corn Plaster effectually removes Corns and Bunions, and reduces Enlarged TOE Joints. It is thin as Silk, and comfortable to the Foot. No Pain. Instant Relief.

Packets, 1s.  $1\frac{1}{2}d$ .; post free for fourteen stamps.

BEWARE OF IMITATIONS

of these Celebrated Preparations, Genuine only from

# M. F. THOMPSON,

HOMEOPATHIC PHARMACY, 17 GORDON STREET, GLASGOW.

SPONGES, BATH GLOVES, & LOOFAHS.

Tooth Brushes, Nail Brushes, Hair Brushes, and every

Toilet Requisite.

Note the Address above.

# TOURISTS AND STRANGERS VISITING GLASGOW

WILL FIND A LARGE AND WELL-SELECTED VARIETY OF

# VIEWS OF SCOTTISH SCENERY,

GUIDE-BOOKS, MAPS, &c. &c.

AT

# REID'S TOURIST EMPORIUM,

144 ARGYLE STREET, GLASGOW.

Fourth Shop West of Buchanan Street.

Speciality.—White-Wood Goods with views of Scottish Scenery—very suitable as Souvenirs of Scotland—from 6d. and upwards.

# SMITH, SONS,

AND

# LAUGHLAND,

SILK MERCERS, FAMILY DRAPERS, COMPLETE OUTFITTERS,

GENERAL WAREHOUSEMEN,

Carpet Merchants and Household Furnishers,

78 to 82 UNION STREET, GLASGOW,

Have always a Large, Choice, fully Assorted Stock; and Novelties are added to each Department as they appear.

# BALMORAL TEMPERANCE HOTEL

(Opposite Caledonian Railway Station),

BUCHANAN STREET, GLASGOW.

THIS old-established, large, and commodious Hotel comprises accommodation of a most complete description, and from its position is well suited for Tourists and Travellers generally. Under Mr. Holton's personal superintendence visitors may rest assured of every attention.

Bed and Service, 2s. 6d. Breakfast, 1s. 3d. to 2s. Dinner, 2s. and 2s. 6d. Tea, 1s. 3d. to 2s. Private Parlours, 8s. per day. Hot and Cold Baths. Billiards.

Tram Cars to all parts of the City.

GLOUCESTER.

## SPREAD EAGLE HOTEL.

THIS Old-Established First-Class Family Hotel will be found by Visitors replete with every comfort. Well-ventilated Bed and Sitting Rooms en suite. Headquarters Bloycle Touring Club. Handsome Coffee Room. Hot and Cold Baths. All the latest sanitary arrangements complete. First-rate Cuisine and choice Wines, &c. Good Stabling and Loose Boxes for Hunters, &c. An Elegant and Spacious Ballroom to be let for Balls, Concerts, Dinners, Meetings, Sales, &c. Tariff on application. Posting. Flys, &c., on hire.

The Hotel Omnibus meets all Trains.

A NIGHT PORTER ALWAYS IN ATTENDANCE.
HENRY CHARLES GROGAN, Proprietor.

#### GOLSPIE

# ROYAL SUTHERLAND ARMS HOTEL.

BEAUTIFULLY situated within a mile of Dunrobin Castle, the Grounds of which are open to the Public. Free Trout Fishing on Loch Brora for parties staying at the Hotel. Five minutes' walk from sea-shore. Horses and Carriages on Hire. An Omnibus meets Trains. Charges moderate.

JAMES MITCHELL, Proprietor.

THE ISLAND OF GUERNSEY.

GARDNER'S

# ROYAL HOTEL,

FAMILY & COMMERCIAL HOUSE, ESPLANADE, GUERNSEY.
ESTABLISHED 50 YEARS.

THIS Hotel is situated in the most commanding part of the Island, facing the spacious harbours and the approaches thereto, also having a full front view of the adjacent islands of Sark, Herm, Jersey, and Alderney. Visitors should be especially careful on landing to ask for the "Royal." Table d'Hôte. BILIAINS for the use of visitors staying in the hotel only.

JAS. B. GARDNER, Proprietor.

#### HARROGATE

# "THE GRANBY,"

HIGH HARROGATE,

FACING THE STRAY.

THIS First-Class Family Hotel stands in its own extensive grounds, and is beautifully situated in the best part of Harrogate. Good Lawn-Tennis Court. Great alterations have lately been made in the House, and Visitors will find in it every convenience. Carriages to the Wells and Baths every morning free of charge. Ten minutes' walk from the Station. For Terms, &c., apply

W. H. MILNER, Proprietor.

#### HARROGATE

# ROYAL HOTEL.

WILLIAM KEIGHLEY, PROPRIETOR.

THIS first-class Family Hotel is most pleasantly and healthily situated, and is replete with every comfort for families. Within five minutes' walk of the Railway Station.

BILLIARD ROOM.

#### HARROGATE WELLS.

#### GEORGE HOTEL. BARBER'S

VISITORS to Harrogate will find many advantages in making their temporary residence at this Hotel, it being situated within three minutes walk of the Sulphur V dence at this Hotel, it being situated within three minutes' walk of the Suilpur and Cheltenham Springs, seven minutes' walk from the Railway Station, and in the immediate vicinity of the Public Baths, Concert Rooms, &c. The sheltered situation of the Hotel makes it admirably adapted for Visitors in Spring and Autumn. Terms par day:—Board and Lodgings, in Public, Rooms, 6s. 6d. each; ditto, ditto, in Private Rooms, 7s. 6d. each; Private Sitting Rooms, 3s. to 5s. each; Attendance, &c., 1s. 3d. each. Beds charged extra if for less than three nights. Horses' Hay, 10s. 6d. per week. Ostler extra. Billiard Room. Stabling for Hunters and Carriage Horses.

N.B.—No fees given to Conductor to recommend this Hotel. Norz.—Harrogate being a health resort, the patrons of this Hotel are not expected to use Wine, &c., mless they require it.

unless they require it.

#### HIGH HARROGATE.

## GASCOIGNE'S

#### FIRST-CLASS FAMILY AND COMMERCIAL HOTEL

STANDING in its own grounds, in the most fashionable part of High Harrogate.

Seven minutes' walk from the Station. A Carriage leaves the Hotel for Wells each morning, free of charge. Private Sitting Rooms on application. Billiards. Terms moderate. An Omnibus meets every Train. J. S. DAVIES, Proprietor.

In order to prevent disappointment please note Address.

SOUTH ASPECT.

#### HELENSBURGH.

THE Finest Watering-Place in the West of Scotland. Trains and Boats to Loch The Finest watering-Place in the west of Scotland. Trains and Boats to Loca Loca Loca of Loca and Loca

All Charges strictly Moderate.

Omnibuses and Carriages to all Steamers and Trains.

A. WILLIAMSON, Proprietor.

HUNTER'S QUAY, HOLY LOCH.

# ROYAL MARINE HOTEL.

HEADQUARTERS of ROYAL CLYDE YACHT CLUB. Situated close to Hunter's Quay, at which Pier Steamers call several times a day, and is within ten minutes' walk of Kirn Pier. The Hotel has lately been considerably enlarged, and is most comfortably furnished, offering superior accommodation for Families and Gentlemen. Charges strictly moderate. Visitors boarded by day or week. Coaches pass daily by Loch Eck Route to and from Inversary. There is frequent communication between Dunoon and Sandbank by brakes. Hot, Cold, Spray, and Douche Baths. Carriages and Bacts for hire and Boats for hire. OSCAR TROEGER, Manager.



#### ILFRACOMBE HOTEL.

THE ILFRACOMBE HOTEL, ON THE VERGE OF THE ATLANTIC. FIVE AGRES OF ORNAMENTAL GROUNDS. SIX LAWN-THINIS COURTS. 250 ROOMS.

Table d'Hôte at Separate Tables daily from 6 to 8 o'clock.

There is attached to the Hotel one of the largest Swimming Baths in England.

Also Private Hot and Cold Sea and Fresh Water Baths, Douche, Shower, &c.

Every information will be afforded by the Manager,

ILFRACOMBE, NORTH DEVON.

THE attractions of Ilfracombe, and the places of interest in the neighbourhood, point to it as the natural centre to be chosen by the Tourist who desires to see with comfort all the beauties of Coast and Inland Scenery which North Devon affords. There is also easy access into South Devon and Cornwall. The means of communication with Ilfracombe by Railroad and Steamboat are most complete.

Tourist Tickets to Ilfracombe for two months are issued at all principal Stations.

#### THE ROYAL BRITANNIA HOTEL, ILFRACOMBE.

GOOD PUBLIC ROOMS. MODERATE TERMS.

ADDRESS-THE MANAGER.

ILFRACOMBE.

# ROYAL CLARENCE FAMILY AND COMMERCIAL HOTEL.

REPLETE with every Home comfort. A spacious Ladies' Coffee Room, with large number of Bedrooms, has recently been added. Moderate Charges. Tariff on application.

First-Class Billiard Room. Omnibus meets every Train.

CHARLES ED. CLEMOW, Proprietor.

In connection with Anderton's Hotel, Fleet Street, London.

ILKLEY, YORKSHIRE.

# MIDDELTON HOTEL,

FACING THE MOORS.

THIS First-Class Family Hotel stands in its own extensive grounds on the banks of the picturesque River Wharfe, six miles from the famous Bolton Woods.

HOT AND COLD BATHS, TENNIS COURTS.

BILLIARD AND SMOKE ROOMS.

TABLE D'HOTE DAILY AT 6.45-SEPARATE TABLES.

TARIFF ON APPLICATION TO

Manageress.

ILKLEY, NEAR LEEDS.

# TROUTBECK HYDROPATHIC ESTABLISHMENT

Physician—THOMAS SCOTT, M.D., M.R.C.S.E. Proprietor and Manager—JOHN DOBSON.

TROUTBECK is beautifully situated on an eminence overlooking the Valley of the Wharfe, adjoining the Moor, and close to the Tarn. This Establishment is a handsome erection in the Elizabethan style, capable of accommodating seventy persons, built expressly for the purpose of carrying out the Hydropathic System to its fullest extent, and is justly famed for being one of the most compact and comfortable in Ilkley, every attention having been paid to render it at all times a most attractive residence for Invalids seeking health, as well as for Visitors who desire merely relaxation and change.

For full Prospectus, address—JOHN DOBSON, as above.

#### INNELLAN.

# ROYAL HOTEL.

JOHN CLARK, in returning thanks to his friends and the Public for past patronage, begs to announce that the new additions to this already large and commodious Hotel are now finished, and include one of the largest and most handsome Dining Rooms and Ladies' Drawing Rooms of any Hotel on the Firth of Clyde, also Parlours with suits of Bedrooms on each flat.

The Hotel is within three minutes' walk of the Pier, and, being built upon an elevation, commands a sea-view of the surrounding country, including Buts, Arran, the Cumbrase, Ayrshire, Renfrewshire, and Dumbartonshire, making the situation one of the finest in Scotland. The grounds of the Hotel are laid out in walks and interspened with shrubs and flowers, and are quiet and retired for families. There are also beautiful Drives in the vicinity. The Dining Room has a large Fernery, with water fountial which plays daily during the summer, making it cool and refreshing during the hot weather.

Steamers call at the pier nearly every hour for the Highlands and all parts of the coast. Tourists arriving at the Hotel the night before can have breakfast at Table at 9 a.m., and be in time to join the "Iona" at 10 a.m. for the North, calling at Innellan on her return at 4 p.m.

The Cuisine and Wines are of the finest quality. Large Billiard Room attached. Hot, Cold, and Spray Baths.

Horses and Carriages kept for Hire. Families Boarded by the Day or Week.

#### INVERNESS.

# IMPERIAL HOTEL.

The most central First-class Hotel in Town, and opposite to the Railway Station.

Large Dining

Saloon

accommodating

90 Guests.

Ladies'

Drawing Room.



Two-Tabled

Billiard Room.

Hot and Cold

Baths, and over

40 Bedrooms.

The Hotel Omnibus attends all Steamers, and Porters await the arrival of Trains.

ONLY THE BEST WINES KEPT.

W. MACBEAN, Proprietor.



INVERNESS.

# THE ROYAL HOTEL.

Opposite the entrance to the Railway Station.

J. S. Christie begs to solicit the attention of the travelling Public to this large well-known First-class Hotel, which has been greatly enlarged, and now comprehends, besides extensive First-class Bedroom accommodation, a SPACIOUS and LOFTY LADIES' and GENTLEMEN'S DINING SALOON, with handsome DRAWING ROOM en suite, and several elegant and handsomely furnished SUITES of PRIVATE ROOMS; also SMOKING ROOM, HOT, COLD, and SHOWER BATH ROOMS, etc.

Though immediately opposite and within a few yards of the Railway Station entrance, the Hotel is entirely removed from the bustle, noise, and other disturbing influences which usually affect the comfort of Hotels situated in close proximity to the Railway.

Table d'Hôte daily, and Dinners à la Carte.

The Porters of the Hotel await the arrival of all trains, and an Omnibus attends the Caledonian Canal Steamers. Posting.

# CALEDONIAN HOTEL

Facing the Railway Station, and within one minute's walk.



THIS well-known first-class Family Hotel is patronised by the Royal Family and most of the nobility of Europe. Having recently added fifty rooms with numerous suites of apartments for families, handsomely refurnished throughout, it is now the largest and best appointed Hotel in Inverness, and universally acknowledged one of the most comfortable in Scotland.

In point of situation this Hotel is the only one overlooking the river Ness, the magnificent view from the windows being unsurpassed, and extending to upwards of fifty miles of

the surrounding strath and mountain scenery of the great glen of "Caledonia."

MANHIFICENT LADIES' DRAWING ROOM. An Omnibus attends all the Canal Steamers.

The Hotel Porters await the arrival of all Trains. Posting.

Gentlemen staying at this Hotel can have excellent Salmon and Trout Fishing.

ALEXANDER M'FARLANE, Proprietor.



INVERNESS.

## WAVERLEY HOTEL

(Late Harcombe's).

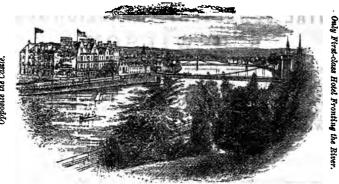
Unsurpassed for Situation and Comfort, combined with Moderate Charges.

TARIFF.
Breakfast (Plain) . . 1s. 6d. | Tes (Plain) . . . 1s. 6d. |
Do. (Table d'Hôte) . 2s. 6d. | Dinner (Table d'Hôte) . 3s. 6d. |
Bedrooms from 1s. 6d. |
Bedrooms from 1s. 6d. |

The Porters of the Hotel attend all Trains, and the Hotel Omnibus runs in connection with the Caledonian Canal Steamers.

D. DAVIDSON, Proprietor.

# THE VICTORIA HOTEL, INVERNESS.



COMMANDING from every window a delightful view of the Caledonian Valley and surrounding Country. Handsome Coffee Room and Drawing Room. Every accommodation for Commercial Gentlemen. Parlours and Billiard Room. Bright and Airy Bedrooms. Nearest First-class Hotel to the Canal Steamers, and within Three Minutes of Railway Station and Post Office. A 'Bus awaits the Steamers, and Boots attends the Trains.

#### INVERNESS.

THE HIGHLAND RAILWAY COMPANY'S

# STATION HOTEL.

FREQUENTLY PATRONISED BY THE ROYAL FAMILY.

A PRIVATE entrance from the platform under cover. The Hotel Porters attend the Trains, and an Omnibus the Caledonian Canal Steamers.

POSTING.

VERY MODERATE TARIFF.

E. CESARI, Manager.

WHEN YOU ARE

IN

THE HIGHLANDS

VISIT

macdougalls'.

WHEN YOU ARE IN INVERNESS.



YOU SHOULD SEE THE

#### ROYAL JEWELLERY ESTABLISHMENT

# P. G. WILSON,

VISITORS are freely admitted to inspect the Shop and Manufactory, although they may not wish to purchase anything. The interior is about one hundred and twenty feet long, the front part of which is fitted up in the style of an Exhibition Room or Museum, thereby allowing the Visitor to walk round and see conveniently everything contained in the Shelves and Cases. The "Press" has described "the whole as forming one of the finest places of business in the Jewellery and Watchmaking Trade in the

one of the kingdom."

JEWELLERY,
PLATE,
CLOCKS,
CLOCKS,
OPTICAL GOODS,
WILSON, the Of that superior quality which has won the fame of P. G. WILSON, the COURT GOLDSMITH and JEWELLER at INVERNESS, and extended his business connection to the Principal COURTS of FUNDABLE. to the Principal COURTS of EUROPE; and he would desire to call attention to the fact that, while his productions and Articles for sale are of the best quality, his prices are not higher than those of minor establishments, his object being to secure a large amount of patronage, and at the same time the approval of his customers.

Orders by Post receive most careful attention.

SHANKLIN FOR SUNSHINE.

#### HINTON'S ROYAL SPA HOTE

Facing the Sea and under the Cliffs in the

#### ISLE OF WIGHT.

A SHELTERED and sequestered nook. Drawing Room, Conservatory, Flowers and Birds. Table d'Hote at 7. Separate Tables. 50 Bed and Sitting Rooms. Billiards free of charge, and constant Amusements for Families residing in the Hotel.

PENSION | From 3 Guineas a week in Winter. ,, 31 Guineas in Summer.

KENDAL, WESTMORELAND.

# KING'S ARMS HOTEI

THIS old-established and First-Class Family and Commercial Hotel-the oldest in the north—is most centrally situated for visiting Levens Hall and the romantic Vale of Longsleddale, and twenty minutes by train to Windermere,

#### POSTING IN ALL ITS BRANCHES.

JAMES BELL, Proprietor.

#### KESWICK-KILLARNEY.

#### DERWENTWATER LAKE.

#### JEFFERY'S

"Blencathra" Family & Commercial Temperance Hotel (opposite the Wesleyan Chapel),

#### SOUTHEY STREET, KESWICK.

FIVE MINUTES' WALK FROM THE STATION.

PLEASANTLY situated, commanding extensive views of Mountain Scenery, recently enlarged and Refurnished. Hot and Cold Baths. Posting in all its branches. A 'BUS MEETS ALL TRAINS.

JOHN H. JEFFERY, Proprietor.

#### KILLARNEY LAKES.

By Her Most Gracious Majesty's Special Permission.

#### THE ROYAL VICTORIA HOTEL

Patronised by H.R.H. THE PRINCE OF WALES;

by H.R.H. PRINCE ARTHUR:

and by the Royal Families of France and Belgium, and Leading American Families, &c.

THIS Hotel is situated on the Lower Lake, close to the water's edge, within ten minutes' drive of the Railway Station, and a short distance from the far-famed Gap of Dunloe.

#### TABLE D'HOTE DURING THE SEASON.

Postal Telegraph Office.

Hotel open throughout the year. Boarding terms from October to June. JOHN O'LEARY, Proprietor.

#### KILLARNEY LAKE DISTRICT.

#### MUCKROSS

COMBINED with strictly moderate charges, contains all that is necessary to promote the comfort and convenience of Visitors. It is situated in the most central and beautiful part of the Lake District, and within fifteen minutes' drive of the Railway Station, at which the hotel 'bus attends. Surrounded by pleasant walks and drives, many objects of great interest and beauty, this Hotel will be found a most desirable place to spend a few days or weeks.

Angling.—The Proprietor has arranged for the use of Visitors good Salmon Fishing. There is also good Salmon and Tront Fishing on the lakes, which are Fare, and Anglers can have beats from the Proprietor without charge.

Tariff and other particulars on application.

Please be particular to observe the bus you enter bears the name, THE MUCKROSS HOTEL.

#### LAKES OF KILLARNEY.

#### LAKE

Patronised by the Duke of Saxe-Coburg-Gotha (brother of the late Prince Consort), the Marquis of Lorne, Prince Napoleon, the Khedive of Egypt, the Duc de Nemours, and other members of the ex-Royal Family of France.

It is essential to apprise Tourists that there is at Killarney but one establishment called "THE LAKE HOTEL."

IT is situate in the Bay of Castlelough, on the Eastern Shore of the Lower Lake, in the centre of the varied scenery of the Lake, and within ten minutes drive of the Railway Station. Forty of the Bedrooms and Sitting Rooms face the Lake.

The waters of the Lake approach the Hall Door, and hence the distinctive title, "THE LAKE HOTEL."

Boats and Vehicles of every description supplied at fixed and Moderate Prices. No Gratuities allowed to Drivers, Boatmen, etc., as they are paid ample wages by

The Lake Hotel Omnibus attends the arrival and departure of the Trains. The Hotel has lately come under new Proprietorship and Management. It is newly fitted up, and nothing has been left undone to meet the views of Tourists with regard

to comfort and economy.

NOTICE OF THE PRESS-From Bradshaw's "Tourists' Hand-Book." "In point of situation, that of 'THE LAKE HOTEL' is, beyond question, the very best in the Lakes of Killarney. It occupies the centre of the circle described by the great mountain ranges of Mangerton, Tore, Eagle's Nest, Purple Mountain, Glena, Toomies, Dunloe Gap, and Carranthual, and concentrates in one view all that is graceful, picturescue, and sublime in the scenery of Killarney."—Bradshaw's "Towrist" Hand-Book," page 382.

#### LOCH TAY, PERTHSHIRE.

#### KILLIN HOTEL.

#### BY CALLANDER AND OBAN RAILWAY.

THIS HOTEL is situated on the banks of the Lochay, at the head of Loch Tay, amongst some of the finest scenery in Scotland. The new Steamer "Lady of the Lake" is now salling on Loch Tay between Kenmore and Killin, with cosches in connection at both ends. The drive to the Pier is unsurpassed, crossing a new bridge over the river Lochay, and then through the old Avenue, passing Finlarig Castle and the Mausoleum of the Breadalbane family.

Parties staying at this Hotel can make daily tours through the Trossachs and back by Loch Lomond, Loch Awe and back by Oban; also Loch Etive and back.

ENGLISH CHURCH, POST AND TELEGRAPH OFFICE CLOSE BY.

Lawn-Tennis and Croquet Green has just been added for Visitors staying at the Hotel.

Trout Fishing and Pleasure Boats Free of Charge.

POSTING ESTABLISHMENT COMPLETE.

Coaches from Hotel meet North and South Trains. ALEXANDER STUART. Proprietor.

#### KINGSTOWN.

# ROYAL MARINE HOTEL,

KINGSTOWN.

#### FIRST-CLASS FAMILY HOTEL.

Faces Dublin Bay and Kingstown Harbour.

Two minutes from Royal Mail Packet Pier.

FOURTEEN MINUTES FROM DUBLIN BY RAIL.

LUGGAGE PER MAIL SHOULD BE LABELLED "KINGSTOWN."

KIRKBY-LONSDALE, WESTMORELAND.

#### WILMAN'S ROYAL HOTEL.

FIRST CLASS FAMILY AND POSTING HOTEL.

 $K^{\rm IRKBY\text{-}LONSDALE}$  is pleasantly situated on the Banks of the Lune, noted for its picturesque and varied scenery, within driving distance of the Lakes, Clapham Caves, and other places of interest.

#### BILLIARD ROOM.

An Omnibus meets all trains at Kirkby-Lonsdale Station, London and North-Western Railway. Also morning and evening trains at Arkholme on the Midland.

#### KIRKMICHAEL.

#### KIRKMICHAEL HOTEL,

#### PERTHSHIRE.

THIS Hotel has lately been considerably enlarged, and is most comfortably furnished, offering superior accommodation for families and gentlemen, and is beautifully situated on the banks of the River Ardle in the Perthshire Highlands. The Hotel is distant 14 miles from Blatrgowrie and half-way between the Spital of Glenshee and Pitlochry.

POSTING IN ALL ITS BRANCHES.

Coach from Kirkmichael daily at 9.30 A.M. and Blairgowrie 2.30 P.M. Telegraphic communication. JAMES DEWAR, Proprietor,

KIRKWALL-ORKNEY ISLES.

#### THE KIRKWALL HOTEL.

WILLIAM DUNNET, Proprietor, begs to intimate that the Hotel has been recently enlarged, thus affording additional accommodation, comprising Coffee, Commercial, Billiard, and Smoking Rooms. Private Parlours, with comfortable, well-aired, and spacious Bedrooms. The Pleasure Grounds, adjoining the Hotel, are beautifully adorned with large trees, which shade the Bowling, Croquet, and Quoit Greens. The Hotel is situated within a few minutes' walk of the Pier, and in close proximity to the Cathedral and Bishop's Palace. Conveyances wait arrival of Daily Mail Steamer from Thurso. Gentlemen staying at this Hotel may enjoy Shooting and Fishing free of charge. Posting in all its departments.

#### LEAMINGTON.

#### THE REGENT HOTEL.

A FIRST-CLASS FAMILY AND HUNTING ESTABLISHMENT.

FLYS AND OMNIBUS

MEET ALL THE G. W. AND L. AND N.-W. TRAINS.

POSTING, &c.

L. BISHOP, Proprietor.

LEAMINGTON.

#### THE CLARENDON FAMILY HOTEL.

Patronised by the Best English and American Families.

WM. E. FRANKLIN, Proprietor.



LIVERPOOL

# SHAFTESBURY TEMPERANCE HOTEL,

MOUNT PLEASANT.

About Three Minutes' Walk from Central and Lime Street Stations.

OMNIBUSES for the Landing Stage and all parts of the City either pass the door or near the Hotel. Over 100 Rooms. Cleanliness, Comfort and Economy. Night Porter.

#### LLANDUDNO.

#### THE IMPERIAL FAMILY HOTEL.

(CENTRE OF BAY.)

IN consequence of the Extensive Patronage which this Hotel has enjoyed since it was opened in 1872, it has been found necessary to ADD A NEW WING.

APARTMENTS EN SUITE

ELEGANT BILLIARD SALOON FOR THREE TABLES.

An Omnibus attends all Trains. Excellent Stabling. Tariff on Application.

JOHN CHANTREY, Proprietor.

#### LLANDUDNO.

#### MOON'S PRIVATE HOTEL.

Two Minutes' Walk from Station.

TOURISTS, Families, and Gentlemen visiting this Fashionable Seaside Resort, will find the above Hotel replete with all that can be desired.

Good Bedrooms, Private Sitting Rooms, Coffee Room, Ladies' Coffee Room, and Smoke Room.

Charges Moderate, either by Day or Week.

MRS. MOON, Proprietress.

#### LLANGOLLEN.

#### EDWARDS' HAND HOTEL.

Unequalled for the Beauty of its Situation on the Banks of the Dec.

Several Bedrooms and Sitting Rooms have been added to the House to suit the requirements of Families visiting this delightful Neighbourhood.

TABLE D'HOTE, 6.30.

BILLIARDS.

Omnibuses from this Hotel meet all Trains.

#### THE LOCH AWE AND DALMALLY HOTELS,

#### ARGYLESHIRE.

THE scenery round these well-known Hotels is certainly the finest in the Highlands. Situations unsurpassed. The great centres for tourists. Numerous delightful Excursions by coach, rail, and steamer.

Capital Salmon and Trout Fishing, Boating, Tennis, Billiards, etc.

DUNCAN FRASER, Proprietor.

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LOCH EARN HEAD,

#### LOCH EARN HEAD HOTEL,

#### BALQUHIDDER, PERTHSHIRE.

12 miles by rail from Callander.

(Under Royal Patronage. Twice visited by the Queen.)

THIS Hotel, which has been long established, has excellent accommodation for Families and Tourists, with every comfort and quiet, lies high and dry, and charmingly sheltered at the foot of the Wild Glen Ogle (the Kyber Pass). It commands fine views of the surrounding Hills and Loch, the old Castle of Glenample, the scenery of the Legend of Montrose, in the neighbourhood of Ben Voirlich, Rob Roy's Grave, Loch Voil, Loch Doine, and Loch Lubnaig, with many fine drives and walks. Posting and Carriages. Boats for Fishing and Rowing free. A 'Bus to and from the Hotel for the Trains during Summer. Coaches to and from Crieff daily in Summer.

R. DAYTON.

The Callander and Oban Railway is now open. Parties breaking the journey here can proceed next morning with greater comfort.

#### LOCH FYNE.

# CAIRNDOW HOTEL,

PARTIES staying at the Hotel can have excellent Salmon and Trout Fishing, free of charge, on the River Kinglass and Loch Restal. See pages 188 and 184 of *The Sportsman's and Tourist's Guide*. The Tarbet, Inveraray, and Oban Coaches pass the Hotel daily during the season.

HORSES AND CARRIAGES ON HIRE.
WILLIAM JONES, Proprietor.

LOCHLOMOND.

#### COLQUHOUN ARMS HOTEL, ARDLUI.

Under New Management.

THIS Hotel is situated at the Head of Lochlomond. During the season Coaches in connection with the Lochlomond Steamers, and Callander and Oban Railway, start from this Hotel, where seats may be secured. Carriages for Hire. Fishing on river Falloch and Lochlomond free. Boats for Hire. Parties boarded by week or month. Moderate Charges.

J. BRODIE. Proprietor.



# LOCHLOMOND.

# TARBET HOTEL,

(OPPOSITE BEN-LOMOND)

#### A. H. MACPHERSON, Proprietor,

Is the finest and most commodious Hotel on the Lake, and commands the best View of Ben-Lomond. Large additions, comprising Bedrooms, Billiard Rooms, and Ladies' Drawing Room, have just been made to the Hotel.

#### Boarding by the Week or Month.

Coaches direct for the far-famed Glencroe, Inveraray, and Oban, will commence running on 1st June.

Tourists en route for Trossachs and Callander can leave per 10 A.M. Steamer, next morning, in connection with the Steamer down Loch Katrine.

Fishing on Lochlomond free.

Small Boats on the Lake, and Guides to Ben-Lomond, to be had at the Hotel.

#### LOCHLOMOND.

#### INVERSNAID HOTEL.

THE landing-place for Loch Katrine, The Trossachs, Aberfoyle, &c. This Hotel has been considerably enlarged.—The additions comprising Large Dining Rooms, several Bedrooms, Drawing Room, Billiard Room, &c. All newly furnished.

The scenery surrounding is unsurpassed.

Carriages can be had on hire, and there are also excellent boats and boatmen to be had for the use of Anglers or Excursionists on the Loch.

Arrangements can be made by Parties for Board by the Week or Month.

ROBERT BLAIR, Proprietor.

#### LOCHLOMOND.

#### BALLOCH HOTEL, FOOT OF LOCHLOMOND.

 $T^{\rm HE}$  above Hotel is beautifully situated at the foot of the "Queen of Scottish Lakes," and within two minutes' walk of the Railway Station. Visitors will find every comfort, combined with moderate charges.

fort, combined with moderate charges.

First-class Billiard Room, Smoking Room, Hot and Cold Baths, &c.

Parties purposing to proceed by first Steamer up Lochlomond would do well to arrive at the Hotel the previous evening.

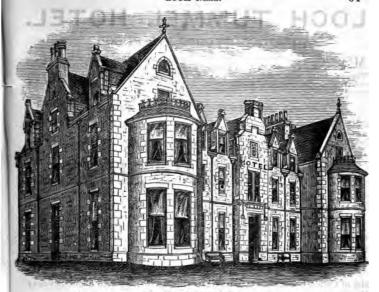
Visitors staying at the Hotel have the privilege of walking through the Grounds and Flower Gardens of Mr. Campbell of Tullichewan Castle, and also permission to visit "Mount Misery," which commands 17 miles of the most beautiful portion of Lochlomond—23 islands being comprised in the view. Trout and Salmon Fishing. Posting in all its branches. Boats for the Lake.

MRS. M'DOUGALL, Proprietriz.

#### CRIANLARICH HOTEL,

NEAR LOCH LOMOND.

JOSEPH STEWART begs to inform the public that he has lately entered on a lease of this Hotel which has been invented. on a lease of this Hotel, which has been improved, comfortably fitted up, and furnished anew. The River Fillan and Loch Dochart-in the immediate vicinity, abounding in fine trout—offer excellent sport for parties residing at the Inn, for whose accommodation a boat is kept, free of charge. The Railway Station is within one minute's walk from the Hotel. Charges strictly moderate. Coaches in connection with Callander and Oban Railway, and Loch Lomond Steamers, start from this Hotel daily.



#### DALLAS'S DRUMNADROCHIT HOTEL,

GLEN URQUHART, INVERNESS-SHIRE.

1HIS old-established and well-known Hotel has been entirely rebuilt on a first-class scale, having now Thirty large Bedrooms, splendid Coffee and Drawing Rooms, besides Parlours, Smoking Room, Bath Room, and all conveniences. The House was specially built for an Hotel, and is newly and elegantly furnished in the most modern style, and Families and Visitors are now afforded first-class accommodation, combined

styre, and ramines and visitors are now anoruca instictlass accommodation, combined with comfort and quiet, at moderate charges.

The Walks and Drives around Drumnadrochit are unrivalled for beauty, variety, and extent, while in the immediate vicinity is scenery made famous by Phillips, Millais, Shirley Brooks, John Bright, and others. Within convenient distances are Urquhart Castle, Falls of Dhivach, Dog Falls, and the famous Glen Affric and Strathglass. Visitors staying at the Hotel have liberty to fish in Loch Ness, and other Fishing can be had in the neighbourhood.

Posting complete in all Departments, and Conveyances, on Intimation, will meet all Steamers.

LETTERS AND TELEGRAMS CAREFULLY ATTENDED TO.

J. SIMPSON, Lessee,

Drumnadrochit Post and Telegraph Office within Two Minutes' walk of Hotel.

MR. MACBRAYNE'S STEAMERS CALL AT TEMPLE PIER DAILY

#### LOCH TUMMEL HOTEL.

#### FISHING ON LOCH AND RIVER.

MR. DOW begs to inform Anglers and Tourists that he has taken a lease of the above Hotel, to which large additions have been made. It is situated on Loch Tummel, being within easy drive from Pitlochry, and charmingly and conveniently situated. Anglers staying at this Hotel may have fishing on the Loch, for which every convenience is provided.

Posting. Letters and Telegrams attended to.

DUNCAN DOW.

# SOUTH PLACE HOTEL,

FINSBURY, LONDON, E.C.,

IS Unsurpassed for its Central Position and Easy Access from all parts of the Kingdom and Metropolis. With a high reputation for over twenty-five years. It has been recently enlarged, decorated, and refurnished, and now affords increased efficiency with modern comforts at a moderate tariff, as a First-class Temperance Hotel.

The Apartments, which are cheerful and comfortably furnished, consist of Coffee, Commercial, and Private Sitting Rooms, with about Seventy thoroughly clean, well-appointed, and Airy Bedrooms.

Well-ventilated Smoking and Billiard Rooms, for the use of Visitors, furnished by Burroughes & Watts.

Telephone 140. A Night Porter in attendance.

Terms, &c., per return of post on application to the Proprietors, JOSEPH ARMFIELD & SON.

Three minutes' walk from Broad Street, Liverpool Street, and Moorgate Station.

#### FIRTH'S PRIVATE HOTEL,

2 & 3 SALISBURY STREET, STRAND, LONDON, W.C.

MRS. FIRTH offers the comforts of a home, at moderate charges. The Hotel is most centrally situated, being close to Charing Cross Station and Thames Embankment, and within easy access to City. Letters and Telegrams promptly attended to.

ESTABLISHED 21 YEARS.

#### LONDON.

#### UPPER NORWOOD.

NEAR THE CRYSTAL PALACE.

# THE QUEEN'S HOTEL.

THIS unique establishment stands unrivalled for the exquisite picturesqueness and beauty of its situation, its commanding and central position, and the commodiousness and completeness of its general arrangements. Delicate Persons, to whom a light bracing air, charming scenery, close vicinity to the Crystal Palace and its amusements, and quiet seclusion, would be an invaluable boon, will find, in this establishment, their wishes fully realised. New stables have lately been added to the Hotel, giving every accommodation for gentlemen's horses and carriages.

"THE QUEEN'S HOTEL, at Upper Norwood, is like a Private Royal Residence, managed with marvellous quietness, and is replete with all domestic comforts and appliances, being a veritable home for individuals as well as families. Lately there have been added some new rooms of magnificent proportions, suitable for balls, wedding breakfasts, public dinners, &c. Ladies and gentlemen can make use of a most delightful coffee-room for meals, overlooking the beautiful grounds. For gentlemen there are billiard and smoking rooms, and also a private club. It deserves the special attention of the nobility and gentry, and their families, who may be seeking the means of restoration to health, both of mind and body, without going far from London."—From the Court Journal.

## SPECIAL NOTICE OF WINTER ARRANGEMENTS AND TERMS AT THE ABOVE HOTEL

The Patrons of this establishment are respectfully informed that Tourists, Families, and others are received on most reasonable terms for the Winter months—which season has many enjoyments for Visitors at the QUEEN'S HOTEL, owing to its elevated, dry, and salubrious situation, and its convenient vicinity to the Crystal Palace and the Winter Garden, whilst it commands by Rail easy access to the West End, the City, &c.

#### S. FISHER, 188 STRAND.

THE
PERFECT
EMPTY
BAG.



THE
PERFECT
FITTED
BAG.

AND THE BEST BAG EVER INVENTED FOR

#### CONTINENTAL TRAVELLING.

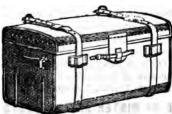
AND LIGHT, STRONG, SECURE

Catalogues Post Free.

#### JAMES BENSON,

Trunk, Portmanteau, and Leather Bag Manufacturer.
LADIES' DRESS TRUNKS, From 7s. 6d.

Waterproof Coats.
Portmanteaus.
Railway Rugs.
Elastic Stockings.
Waterproof Beds.
Driving Aprons.
Overland trunks for
India and all parts
of the world.
India-Rubber Toys.
Overshoes, Leggings,
&c.



Travelling Bags.
Leather Bags.
Ladies Bags.
Ladies Boxes.
Ladies Dress Imperials.
Waterproof Sheetings.
Ladies Waterproof Capes.
All kinds of leather

STRONG AND USEFUL PORTMANTEAUS, From 8s. 6s.

#### PRICE LIST FREE.

A large number of Second-hand Travelling Bags, Ladies' Dress Baskets, ....
Portmanteaus and Trunks.

3, 4, & 263 Tottenham Court Road, & 1 Great Russel Street, London.

#### H. KIMPTON, TAILOR, 105 STRAND.

The Stock of Suitings, Trouserings and Overcoatings, for the present and coming Season, in great variety, is now complete, at

#### H. KIMPTON'S TAILORING ESTABLISHMENT.

105 STRAND, OPPOSITE EXETER HALL, LONDON.

#### VISITORS TO LONDON. TRANTER'S TEMPERANCE HOTEL.

7, 8, & 9 BRIDGEWATER SQUARE, BARBICAN, LONDON, E.C. MOST CENTRAL FOR BUSINESS OR PLEASURE. Close to Aldersgate Street, Metropolitan Railway Station, and near St. Paul's Cathedral and General Post Office.

Homely, Highly Respectable, and Select; Bed 1s. 6d. to 2s. 6d. Breakfast or Tea from 1s. to 1s. 9d. NO charge for attendance. HOT AND COLD BATHS. ESTABLISHED 1859.

VISITORS' GUIDE TO LONDON-What to see, and How to see it in a Week; and Tariff Card free on application.

Вv SPECIAL APPOINTMENT



HER MAJESTY

H.R.H. THE PRINCE OF WALES.

#### TURKEY, PERSIAN, & INDIAN CARPETS.

IMPORTED BY THOS. BONTOR & CO., LATE

#### WATSON. BONTOR, & COMPANY.

Carpet Manufacturers to the Royal Family,

#### 35 & 36 OLD BOND STREET, LONDON, W.

EXHIBITION MEDALS, 1851, 1862; DUBLIN, 1865; AND AMSTERDAM, 1883.

Superior Brussels, Velvet, Saxony, and all other Carpets in the Newest Designs.

# THE DEVONSHIRE HOUSE HOTEL, 12 BISHOPSGATE STREET WITHOUT, E.O.

THIS New First-class TEMPERANCE and FAMILY HOTEL, now open to the Public, the best of the kind in the Metropolis, is fitted with every modern improvement, and offers great advantages to Visitors for its excellent position, being in one of the best parts of the City, and two minutes walk from the North London, London and North-Western, Great Eastern, and Metropolitan Railway Stations in Liversop Street; and five minutes walk from the Midland and Great Northern Railway Stations in Mooreats Street and Bank. Splendid Public Rooms and a snacious Room for holding Public and nive minutes walk from the midiand and offset Northern Railway Stations in Moorgate Street and Bank. Splendid Public Rooms, and a spacious Room for holding Public Meetings. The Private Sitting Rooms, with 60 lofty Bedrooms en suite, are replete with every home comfort. Moderate charges and first-class attention. Reduced charges during the Winter, and liberal arrangements made with Visitors staying a lengthened period. A Night Porter for late Trains. Address—T. H. CHALKLEY, Manager.



LYNTON, NORTH DEVON.

#### THE ROYAL CASTLE FAMILY HOTEL.

Patronised by H.R.H. the Prince of Wales and other Members of the Royal Family.

The finest sea and land views in the world.

THIS Hotel, standing in its own ornamental grounds of more than 100 acres, 500 feet above the level of the sea, overlooking the Bristol Channel, commands uninter rupted views of the Valleys of the East and West Lynn, Lynn Cliff, Brendon and Countisbury Hills, The Tors, the Village of Lynmouth, the Foreland, the Welsh Coast, and the far-famed Valley of Rocks. Having been under the management of the present Proprietor nearly 50 years, the Hotel has been recently and extensively enlarged to meet Proprietor nearly of years, the Hotel has been recently and extensively enlarged to meet the requirements of modern society, and combines the comforts of a private house with the conveniences of a first-class Hotel. Elegant Suites of Private Apartments. New and commodious Table d'Hôte, Coffee Room, and Ladies' Drawing Room, facing the sea. Excellent Cuisine. Moderate Charges. In connection with this Hotel, and in the same delightful grounds, is a PRIVATE HOTEL and BOARDING HOURE, which offers excellent accommodation for Families visiting this charming neighbourhood. New and convenient Stables.

Post Horses and Carriages of every description.

Coaches in the Season to Ilfracombe, Minehead, and Barnstaple.

THOMAS BAKER, Proprietor.

FIRST-CLASS EXMOOR PONIES FOR SALE,

#### LYNTON, NORTH DEVON.

#### THE VALLEY OF ROCKS HOTEL

(ESTABLISHED 1800).

In every Respect First-Class and Complete,

DELIGHTFULLY situated in extensive ornamental Grounds 500 feet above the level Delightfully situated in extensive ornamental frounds but feet above the level of the Sea, with a full view of it, also the Foreland, the Torrs, the valleys of the Lynns, &c. &c. Elegant Suites of Apartments, also Spacious Table d'Hote and Coffee Rooms, Reading Rooms, and Ladies' Drawing Room. The most modern conveniences to secure home comforts, good fare, and prompt attention. Handsomely-fitted Billiard Room open during the Season for Residents in the Hotel only.

CHARGES MODERATE. TARIFF FORWARDED ON APPLICATION.

Post Horses and Carriages.

JOHN CROOK, Proprietor.

MALVERN.

#### THE FOLEY ARMS HOTEL

(Patronised by the Royal Family).

"THE first time we visited Malvern, when shown into an upper chamber in the 'FOLEY ARMS,' we were literally taken aback. We can hardly say more than that the prospect struck us as far finer than from the terrace over the Thames at Richmond, etc., etc."—Extract from article in "Blackwood," August 1884.

COFFEE ROOM FOR LADIES AND GENTLEMEN. EDWARD ARCHER, Proprietor. Miss YOUNGER, Manager.

MALVERN.

#### THE ABBEY HOTEL,

IN EXCELLENT SITUATION.

MOST COMFORTABLE FAMILY HOTEL,

Coffee Room for Ladies and Gentlemen.

Thoroughly well warmed by New Apparatus during the colder months of the year.

L. ARCHER, Proprietor.

MISS COGHLAN, Manager.

# SMEDLEY'S HYDROPATHIC ESTABLISHMENT,

MATLOCK.

Bailway Station—Matlock Bridge.
Postal and Telegraph Address—Matlock Bank.

Physicians.

WILLIAM B. HUNTER, M.D., etc. | GEORGE TENNANT, M.B., etc. (Resident).

FOUNDED by the late John Smedley upwards of thirty years ago, this Establishment has gone on increasing until, from an origin the most insignificant, it has become one of the largest in the Kingdom. Additions are still in progress, but gradually and quietly, so as to avoid interference with the comfort of the Residents.

The Turkish and Russian Baths are specially adapted in Ventilation and Management to the requirements of invalids, and the diet, meal hours, and general arrangements of the house have special regard to the same without being unnecessarily restrictive.

An Hydraulic Lift gives access to the greater part of the bedroom flight. The heating, ventilation, and sanitary arrangements are under constant and skilled supervision, and amusements are provided to the utmost compatible with the primary purpose of the place.

For fuller particulars see Prospectus, to be had on application to the Matron,

#### MATLOCK BATH, DERBYSHIRE.

(On the Main Midland Line.)

#### TYACK'S NEW BATH HOTEL,

Adjoining the New Pavilion, Public Gardens, Concert Room, etc.

THIS first-class old-established Family House, acknowledged to be one of the most homely and comfortable Hotels in the kingdom, is beautifully situated on the highest and most open part of the valley, surrounded by its own extensive Pleasure Grounds, commanding the finest views of the grand and picturesque scenery for which Matlock Bath (the Switzerland of England) stands unrivalled. Matlock is the most central place for day excursions to the most interesting parts of Derbyshire. A Public 'Bus to Haddon and Chatsworth daily.

A Public Dining Room and Drawing Room. Private Sitting Rooms, Coffee, Smoking, and Billiard Rooms. A large natural Tepid Swimming Bath, 68 degrees. Table D'Hôte daily at 6.80 p.m. Excellent Stabling

and Coach Houses. Posting, &c.

An Omnibus to and from each Train-

LAWN TENNIS AND CROQUET. GOOD FISHING.

Places of interest in the vicinity:—Buxton, Chatsworth, Haddon Hall, Castleton, Dovedale, Wingfield Manor, Hardwick Hall, &c.

MATLOCK BATH.

#### THE ROYAL HOTEL

(Adjoining the Pavilion and Gardens),

HAVING been rebuilt and newly furnished, now contains accommodation for 150 guests. Public Dining and Drawing Rooms. Table d'Hôte at 6.30. Hot, Cold, and Shower Baths. Natural Tepid Swimming Bath in the Hotel. Billiards, Bowls, Lawn Tennis, etc.

Omnibus meets all Trains.

Tariff Moderate.
W. H. IVATTS, Manager.

#### MATLOCK BATH.

#### WALKER'S BATH TERRACE HOTEL.

Pleasantly situated near the New Pavilion and Public Gardens.

FOR FAMILIES AND TOURISTS.

ESTABLISHED 1798.

TERMS MODERATE.

MELFORT.

#### CUILFAIL HOTEL,

#### PASS OF MELFORT, NEAR OBAN.

ADVICE TO ANGLERS.

When tired an forfouchen, When houstin' and coughin', When ill wi' the bile Or the wee deevils blueTake yer rods an yer reels, Throw the doctor his peels, An come doon to Cuilfail Wi' yer friens leal and true.

FIRST-CLASS Trout Fishing free—Season, 1st of April to end of September. The Hotel has been greatly enlarged and comfortably furnished; and splendid Billiard Room, Hot and Cold Baths, and all conveniences connected with Hotels. Families boarded by the week or month. The Lochs are well stocked with Trout, and the Hotel-keeper gets a fresh supply of Loch Leven and the Great American Brook Trout annually from the Howietoun Fishery, Stirling, for keeping up the stock of Trout, and improving the Fishing. Gentlemen can rely on getting good sport. Boats and steady boatmen are kept for the use of Anglers. There is excellent deep-sea fishing, and delightful sea-bathing. The scenery about is magnificent, including the famous Pass of Melfort, which is within a few minutes' walk from the Hotel. Postal delivery daily. Route by Caledonian Railway to Oban, thence Coach daily, or by Steamer "Columba," to Ardrishaig, thence Coach daily.

Lawn Tennis.

Address-JOHN M'FADYEN,

CUILFAIL HOTEL,

KILMELFORD,

Bu LOCHGILPHEAD, N.B.

Telegraph Office-Kilmartin, N.B.

THE

# WAVERLEY HYDROPATHIC ESTABLISHMENT, MELROSE.

ONE hour from Edinburgh, one and a half from Carlisle. Terms from £2:2s. per week. Summer, from £2:9s. Billiards, Bowling, Lawn Tennis, Trout Fishing in Tweed included. First-class Table.

For Prospectus apply to the Manager.

#### MELROSE.

#### THE ABBEY HOTEL, ABBEY GATE.

THIS is the only Hotel which is built on the Abbey Grounds, at the entrance to the far-famed ruins of Melrose Abbey. An extensive addition having been built to the Establishment, consisting of Private Sitting Rooms, Bedrooms, Billiard Room, &c. &c., it is now the largest Hotel in Melrose, and only two minutes' walk from the Railway Station.

First-class Horses and Carriages to Abbotsford and Dryburgh Abbey.

An Omnibus attends all trains to convey Visitors' Luggage to and from
the Hotel.

GEORGE HAMILTON, PROPRIETOR.



#### MELROSE, CLEAVER'S KING'S ARMS HOTEL.

Two Minutes' walk from Railway Station and Abbey.

TOURISTS and Visitors coming to this Hotel are cautioned against taking a cab at the Railway Station, and are requested either to take the King's Arms Omnibus (which attends all trains) or walk down to the Hotel, where Carriages of every description can be had for Abbotsford, Dryburgh, etc.

#### MOFFAT, DUMFRIESSHIRE.

#### THE MOFFAT HYDROPATHIC AND PENSION,

One of the largest and best establishments of the kind in the kingdom, is beautifully situated amidst magnificent mountain scenery.

The Baths—comprising large Swimming, Turkish, Spray, Vapour, etc.—are of the most perfect construction, and free to all Visitors.

Commodious BILLIARD, SMOKING, and READING ROOMS.
SEPARATE DINING ROOM FOR CHILDREN.

SPECIAL ATTENTION is paid to the CUISINE.

(Wines may be used at Table or not, at Visitors' discretion.)

For Terms apply to

Mr. FARQUHARSON, Resident Manager and Secretary.

MOFFAT SPA.

#### ANNANDALE ARMS HOTEL,

TOURISTS and Visitors to this famous Watering-Place will find at the Annandale Arms first-class accommodation, combined with Moderate Charges. Commercial Gentlemen will find every attention to their convenience and interests. 'Buses meet the Trains at Mossat Station. A Summer Excursion Omnibus runs along the route, passing "Craigleburn Wood," Bodesbeck, Grey Mare's Tail—to St. Mary's Loch, every Tuesday, Thursday, and Saturday, in connection with a Coach to Selkirk.

OMNIBUSES PLY TO THE WELL EVERY MORNING.

Carriages of all kinds.

Job and Post Horses on Hire.

ROBERT NORRIS, Proprietor.

#### MONMOUTH.

#### VALLEY OF THE WYE.

# THE KING'S HEAD HOTEL AND POSTING HOUSE.

THIS old-established Hotel, situate in Agincourt Square, the centre of the town, is replete with every accommodation for Families and Tourists, at Moderate Charges.

# A SPACIOUS LADIES' COFFEE ROOM, AND A SUPERIOR BILLIARD ROOM.

An Omnibus meets every Train.

JOHN THOMAS, PROPRIETOR.

OBAN.

#### THE CRAIG-ARD HOTEL.

#### FIRST-CLASS.

THIS Hotel is unrivalled for situation and view; built expressly for summer visitors; commanding extensive views of the beautiful bay of Oban and other romantic scenery in the neighbourhood. The hotel is situated on an elevated plateau near the steamboat wharf, to which a new and convenient approach has been lately added.

The Wines and Cuisine are of the first quality.

Omnibus awaits arrival of all Trains and Steamers.

D. C. MACMILLAN, Proprietor.



OBAN.

# THE ALEXANDRA

FIRST-CLASS HOTEL,

ON THE ESPLANADE, OBAN.

Stands within its own Grounds, and commands the Finest View in Oban.

Omnibus waits arrival of Trains and Steamers.

I. G. M'ARTHUR, Proprietor.

OBAN.

#### KING'S ARMS HOTEL

HAS a commanding sea view; is adjacent to the railway station and steamboat wharf; and possesses home comforts, combined with moderate charges.

LADIES' DRAWING ROOM. BILLIARD, SMOKING, and BATH ROOMS.

Parties boarded on moderate terms.

Tariff on application. Table d'Hôte daily.

Boots waits the arrival of Trains and Steamers. Boat kept for fishing.

ALEX. MTAVISH, PROPRIETOR.

OBAN.

#### **SUTHERLAND'S GREAT WESTERN HOTEL.**

LEADING HOTEL IN OBAN.

REPLETE WITH EVERY COMFORT. BEST SITUATION.

An Omnibus attends the arrival and departure of Trains and Steamers.

Visitors conveyed to and from the Hotel free of Charge.

OBAN.

#### GRAND HOTEL.

Overlooking the Bay; commanding a beautiful and extensive view of the surrounding Mountain and Lake Scenery.

Parties Boarded on the most Moderate Terms.

Omnibus awaits arrival of Trains and Steamers.

CHARGES STRICTLY MODERATE.

LETTERS AND TELEGRAMS PUNCTUALLY ATTENDED TO.

WILLIAM HOWE, Proprietor.

#### ANGUS'S

# IMPERIAL HOTEL,

OBAN.

Immediately opposite the Steamboat Pier.

#### OXFORD.

#### RANDOLPH HOTEL,

IN THE CENTRE OF THE CITY.

THE only modern built Hotel in Oxford, close to the Colleges and Public Buildings, and commanding a fine open view down Beaumont Street, St. Giles's Street, and Magdalen Street, opposite

#### THE MARTYRS' MEMORIAL.

Handsome Suites of Apartments. Drawing Room, Billiard Rooms, and every modern comfort and convenience.

Excellent Wines imported direct from abroad.

#### CHARGES MODERATE.

GOOD STABLING AND LOOSE BOXES.

Visitors at this Hotel will meet with every attention and consideration.

ADDRESS-THE MANAGER.

#### OXFORD.

#### THE CLARENDON HOTEL

PATRONISED by H.R.H. the Prince of Wales, H.R.H. Prince Leopold, Their Imperial Majesties The Emperor and Empress of Brazil, The Princess Frederick Charles of Prussia, and Prince Louis Lucien Bonaparte.

Situate in the most central part of the city, near the principal Colleges and places of interest to Visitors. Families and Gentlemen will find the Hotel replete with every comfort.

SPACIOUS COFFEE AND BILLIARD ROOMS.

Private Sitting and Bedrooms (en suite). Ladies' Coffee Room.

Guides always in Attendance. Fashionable Open and Close Carriages.

Job and Post Horses. Good Stabling and commodious Coach Houses.

JOHN F. ATTWOOD, Proprietor.

#### PENZANCE.

#### MOUNT'S BAY HOTEL,

THIS old-established Hotel commands a better view of Mount's Bay than any other Hotel in Penzance, as all the windows in the front and at side have an Uninterrupted and unsurpassed View of all the Bay and St. Michael's Mount.

THE HOTEL IS HEATED WITH HOT WATER. HOT AND COLD BATHS.

Choice Wines, etc. Post Horses and Carriages.

TABLE D'HOTE. PORTER MEETS EACH TRAIN. CHARGES MODERATE

Terms and View on Application.

MRS. LAVIN, Proprietress.

#### PENZANCE.



#### QUEEN'S HOTEL.

ON THE ESPLANADE.

THIS magnificent Hotel has a frontage of over 170 feet, all the rooms of which overlook the sea. Penzance stands unrivalled for the variety and quiet beauty of its
scenery, whilst the mildness of its climate is admirably adapted to invalids. Apartments on suite. Ladies' Drawing and Coffee Rooms, Billiard and Smoking Rooms, Hot
and Cold Baths. Table d'Hôte.

An Omnibus meets every Train.

POSTING IN ALL ITS BRANCHES.

ALEX. H. HORA, Proprietor.

#### PERTH.

#### SALUTATION HOTEL.

AT this old-established and well-known Hotel (under new management)
Tourists, Commercial Gentlemen, and Families will find comfort
and attention, combined with strictly moderate charges. Special terms
for cyclists.

BILLIARD ROOM WITH FIRST CLASS TABLES. HOTEL 'BUS AWAITS THE ARRIVAL OF TRAINS.

Orders by Letter or Telegram receive prompt attention.

W. CARGILL, Proprietor.

PERTH.

#### POPLE'S ROYAL BRITISH HOTEL

(Opposite the General Station).

Patronised by their Royal Highnesses the Prince and Princess of Wales, Prince and Princess Christian, Duke of Connaught, and other Members of the Royal Family, and the leading Nobility of the Kingdom.

THIS Family Hotel has long stood pre-eminent; and the Proprietor would remark that the same care and unremitting attention, which are universally acknowledged by all who have patronised him, it will be his constant study to continue.

#### THE ATHOLE

#### HYDROPATHIC ESTABLISHMENT,

PITLOCHRY, PERTHSHIRE.

NO expense has been spared to render this magnificent establishment complete in all its arrangements.

The locality is famous alike for its dry, clear, bracing mountain air; the grandeur of its Strath and mountain scenery; and the numerous and inviting walks and drives and places of interest in its neighbourhood.

Prospectuses forwarded on application to

THE LADY SUPERINTENDENT.

· PLYMOUTH.

#### GRAND HOTEL.

(ON THE HOE.)

THE ONLY HOTEL WITH SEA VIEW.

Facing Sound, Breakwater, Eddystone.

MAIL STEAMERS ANCHOR IN SIGHT.

Public Rooms and Sitting Rooms, with Balconies.

JAMES BOHN, PROPRIETOR.



# FISHER'S HOTEL.

#### FIRST-CLASS FAMILY HOTEL

AND

#### POSTING ESTABLISHMENT.

PARTIES wishing to see the magnificent Scenery in this part of the Scottish Highlands will find this Hotel (to which large additions have been made) most convenient, for in One Drive they can visit the

Falls of Tummel, the Queen's View of Loch Tummel;
The Far-Famed Pass of Killiecrankie;
Glen Tilt; The Falls of Bruar, &c.

Pitlochrie is on the direct route to Balmoral Castle, by Spittal of Glenshee and Braemar; and to Taymouth Castle and Kinloch-Rannoch, by Tummel Bridge.

Salmon and Trout Fishing on the Rivers Tummel and Garry, and on the Lochs in the neighbourhood.

**EXCURSION COACHES** 

leave the Hotel daily during the summer season for Pass of Killiecrankie, Falls of Bruar, Queen's View on Loch Tummel, Kinloch-Rannoch, Glen Tilt, &c. Seats secured at the Hotel. Fares moderate.

Job and Post Horses and Carriages of every kind, By the Day, Week, or Month.

ORDERS BY TELEGRAPH FOR ROOMS, CARRIAGES, OR COACH SEATS,
PUNCTUALLY ATTENDED TO.

# The Royal Hotel, Plymouth.



Re-decorated. Re-furnished. Spacious General Coffee Room. Retiring Room for Ladies.

Good Smoking Room for Gentlemen staying in the Hotel.

S. PEARSE, PROPRIETOR.

#### PORTREE HOTEL.

DONALD M'INNES, Proprietor.

THIS well-known and first-class Hotel is now under the experienced management of Mr. M'INNES, who will be in constant attendance to look after the comfort of his patrons. The House is of modern construction and admirably adapted for the purposes of a first-class Family and Commercial Hotel. The accommodation is superior and most ample, consisting of about sixty Apartments, including elegant Sitting Rooms, nice airy Bedrooms, commodious Coffee and Smoking Rooms, well-lighted Bathrooms, &c.

The TARIFF has been drawn up on the most moderate scale. Special terms made

with Parties staying a week or longer.

First-Class carriages always on hire, and well-appointed Conveyances leave daily for Coruisk, Quiraing, and other Places of Interest in Skye.

Post and Telegraph Offices Next Door.

#### PRESTON, LANCASHIRE.

Half-way between London and Edinburgh, and London and Glasgow.

#### THE VICTORIA HOTEL.

Close to the Railway Station. Established 47 Years. Night Porter. Charges Reasonable.

#### GOOD STABLING AND COACH-HOUSES.

MISS BILLINGTON, Proprietress.

RIPON, FOUNTAINS ABBEY.

#### UNICORN HOTEL AND POSTING HOUSE.

PATRONISED BY H.R.H. PRINCE OF WALES.

ONE of the Oldest Established Hotels in the North of England, and the principal in Ripon. To meet requirements it has been lately much enlarged and improved.

Orders by Post punctually attended to.

R. E. COLLINSON, WINE AND SPIRIT MERCHANT, Proprietor.

ROSSLYN.

#### THE ROYAL HOTEL.

THIS, the only First-Class Hotel in Rosslyn, affords every comfort to visitors. Superior Bedroom accommodation. Parties boarded per day, week, or month, on very moderate terms. The Hotel is beautifully situated, and only two minutes walk from that venerable pile of ancient and beautiful architecture, viz. Rosslyn Chapel; also the ruins of Rosslyn Castle, and classic HAWTHORNDEN.

FIRST-CLASS DINNERS AND PICNIC PARTIES CONTRACTED FOR.

Luncheon Bar and Restaurant in connection with the Hotel, and superior Bowling Green 88 yards square.

#### PHILP'S

#### GLENBURN HYDROPATHIC ESTABLISHMENT.

ROTHESAY, BUTE.



REAUTIFULLY situated, overlooking the charming Bay of Rothesay, bounded by the Kyles of Bute and the lofty mountains of Argyle -- possesses probably the greatest attractions of any similar establishment in Scot-Large Recreation Hall. Smoking and Billiard Rooms. The Baths recently erected. Turkish, including Salt Water, and every modern appliance --finest in Britain.

Resident Physician-Dr. PHILP (formerly of Conishead Priory). For Prospectus, apply to Manager,

or Philp's Cockburn Hotels, Edinburgh and Glasgow.

ROTHESAY, ISLE OF BUTE.

(Opposite the Pier.)

#### THE BUTE ARMS HOTEL.

(UNDER NEW MANAGEMENT.)

THIS Old-Established and First-Class Hotel affords excellent accommodation for Families Tourists and Communication Communication of Communication Communicat modation for Families, Tourists, and Commercial Gentlemen.

Charges Strictly Moderate. PARTIES BOARDED BY THE WEEK OR MONTH.

ROBERT SMITH, Proprietor.

SETTLE.

CRAVEN DISTRICT and NEW ROUTE to SCOTLAND.

ESTABLISHED OVER TWO CENTURIES.

THIS old-established Hotel is Now Open under New Management, and thoroughly renovated and refurnished throughout, without regard to cost, by Messrs. Gillows and Co., and offers every accommodation for Visitors, combined with the comforts of home. Private Sitting Rooms, spacious Coffee Room, Commercial Room, Smoke Room, and every accommodation for Private Families and Commercial Gentlemen. The Tariff is strictly moderate and uniform. Post Horses, Conveyances. Omnibus attends all Trains both at Settle and Giordeswich Stations Trains both at Settle and Giggleswick Stations.

A. G. WOOLISCROFT, Manageress.

SALISBURY.



#### THE WHITE HART HOTEL.

The Largest and Principal Hotel in the City.

A N old-established and well-known first-class Family Hotel, nearly opposite Salisbury Cathedral, and within a pleasant drive of Stonehenge. This Hotel is acknowledged to be one of the most comfortable in England.

A Ladies' Coffee Room, a Coffee Room for Gentlemen, and first-class Billiard and Smoking Rooms,

Carriages and Horses of every description for Stonehenge and other places of interest. Excellent Stabling. Loose Boxes, etc.

Posting-Masters to Her Majesty.

Tariff on application to H. T. BOWES, Manager.

SKIPTON.

#### THE MIDLAND HOTEL

Opposite the Railway Station.

BREAK your journey, and stay at the above Hotel, and visit Bolton Abbey and Woods, Malham and Gordale Scar, Kilnsay, and other places of interest in the neighbourhood. Horses and Carriages for hire. Finite Parties arranged for. This well-appointed Hotel offers superior accommodation to Families and Gentlemen, containing spacious Coffee, Private Sitting, and Smoking Rooms. Visitors will meet with home comforts and attention. Private Bowling Green attached.

JOHN THROUP, Proprietor.

#### SKIPTON.

#### THE DEVONSHIRE HOTEL.

A N old-established First-class Family and Commercial Motel, in the centre of the Town. Parties visiting "BOLTON ABBEY" will find this Hotel within an easy distance; with comfort, superior accommodation, and moderate charges combined. Conveyances of all kinds on hire,

Billiards and Bowling Green.
AN HOTEL OMNIBUS! MEETS THE TRAINS.

Mrs. EDMUND WRIGLEY, Proprietrix.

FINEST in the

is one of the

ATTACHED,

Swimming

Bath

WITH

THE NEW

BATH,

KINGDOM,

AND 18

# THE SOUTHPORT "SMEDLEY" HYDROPATHIC ESTABLISHMENT,

TRAFALGAR ROAD, BIRKDALE PARK.

CELEBRATED

"SMEDLEY"

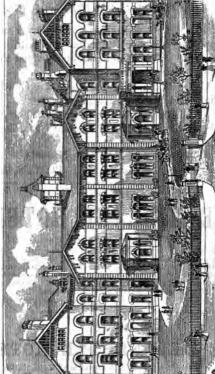
BATTHS,

row
Ladies and
Gentlemen,
RAVE REEN
Neuty Erected,
AND ARE
MOST SPACES

GALVANIC,
ELECTRO.

CHEMICAL,
AND

KREUZNACH



RESIDENTS

# Resident Physician-Dr. F. A. ERNEST BARNARDO.

BATES.

soil is sandy, rainfall moderate. There is much sunshine and clear sky. The Establishment is heated throughout, and is most The increased popularity of Southport is largely due to its climatic advantages as an AUTUMN AND WINTER HEALTH RESORT. For Prospectus of Terms, apply to J. W. GREW, Manager. suitable for Patients and Visitors in every way.

#### THE

# HIGHLAND SULPHUR SPA,

#### STRATHPEFFER, ROSS-SHIRE.

THE Sulphur Waters of Strathpeffer are among the strongest of the Sulphur Waters of Europe, and are unrivalled in Britain in the treatment of Chronic Rheumatism, Gout, Diseases of the Skin, and Affections of the Liver and Kidneys. See Dr. Manson's Pamphlet on Strathpeffer (5th Edition).

There are Four Hotels, besides a number of handsome Villas, at the Spa, thus affording ample Accommodation. The varied Scenery of the district is unsurpassed in Scotland. Post and Telegraph Offices. There is a resident Physician, Dr. Fox from the London Hospital, who has made the Waters a special study.

#### Splendid Pavilion for Balls, Concerts, etc.

These Waters are in themselves more potent as a Curative Agent in the Spring and Autumn, while the Hotels' and Lodging Houses' Charges are comparatively lower than during the height of the Season.

For further Particulars, apply to THE MANAGER.

#### THE BEN WYVIS HOTEL,

STRATHPEFFER SPA, ROSS-SHIRE, N.B.

VISITORS to this popular Watering-place will find this Hotel replete with every comfort, combined with charges strictly moderate. It stands within its own grounds, which comprise Bowling, Croquet, and Lawn-Tennis Greens, is surrounded with grand scenery, and commands a splendid view of Ben Wyvis, the ascent of which can be accomplished from the Hotel in a few hours.

The BEN WYVIS HOTEL, which contains Public and Private Apartments en suite, Billiard Room, &c., is within two minutes' walk of the Mineral Wells and Baths, and of Post and Telegraph Offices.

The Hotel is within two minutes' walk of the new Strathpeffer Station, and is a convenient point from which to visit Skye, Loch Maree, Dunrobin, &c. &c.

Orders for Apartments and Carriages punctually attended to.

APPLY TO THE MANAGER.

# ROYAL HOTEL.

THIS old-established First-Class Hotel is conveniently situated for Families, Tourists, and Commercial Gentlemen, being within three minutes' walk of the Railway Station. Carriages of every description kept at the Hotel. Omnibus awaits all Trains.

A. CAMPBELL, Proprietor.

#### STRATHPEFFER.

# SPA HOTEL,

A N Old-Established Family Hotel, beautifully situated, and commanding some of the finest views in Strathpeffer. The Spa Hotel is well known as a FIRST-CLASS House, is noted for the excellence of its Cuisine, and is unrivalled for cleanliness and comfort.

PARTIES BOARDED BY THE DAY OR WEEK. Charges Strictly Moderate.

MRS. EDWARDS, Proprietrix.

#### TAYNUILT.

#### TAYNUILT HOTEL.

THIS Hotel is situated near Loch Etive, within two minutes' walk from the Taynuilt Station on the Callander and Oban Railway. Visitors have the privilege of Salmon and Trout Fishing on the River Awe.

JAMES MURRAY, Proprietor.

Post Horses, Carriages, &c.

#### TORQUAY.

#### GREAT WESTERN HOTEL.

THE best Views, elegantly Furnished, and the most moderate Tariff. Visitors taken at fixed charges by the week. Every modern accommodation. Luggage to and from Hotel free of charge.

Unrivalled for Scenery, Comfort, and Convenience.

E. A. SAUNDERS, Proprietor.



# TARBERT HOTEL,

ISLE OF HARRIS.

# SALMON & SEA-TROUT FISHING FREE. SEA-FISHING. ROBERT HORNSBY

BEGS respectfully to call the attention of Tourists, Anglers, &c., to his Hotel, where they will find every comfort and good sport. Parties living in the Hotel can get good Salmon and Sea-trout Fishing, or they can have Boats for Sea-Fishing. Various Lochs in connection with the Establishment. Post Horses and Carriages are kept for hire. The scenery of Harris is magnificent, including a view of St. Kilda, and the climate is extremely healthy.

The Steamer DUNARA CASTLE, from Glasgow, calls every week; and the Steamer CLYDESDALE, also from Glasgow, every fortnight.

The Lochs of the Island of Scalpa can be fished by residing at this Hotel, and Excursions can be arranged to all the outlying Islands.

The Shootings of the Island of Scalpay, &c., also Seal Shooting, are attached to the Hotel.

#### Yachts supplied with Stores and Fresh Vegetables.

Reading Parties taken in by the Week or Month.

TOTLAND BAY, NEAR ALUM BAY AND FRESHWATER.

#### TOTLAND BAY HOTEL.

#### MAGNIFICENT SEA VIEWS.

COMFORT with Moderate Charges. Billiard Room. Bracing air, excellent Sands and Promenade Pier. Good Boating and Bathing.

Apply to MANAGER.

TOTNES.

### THE SEYMOUR FAMILY HOTEL

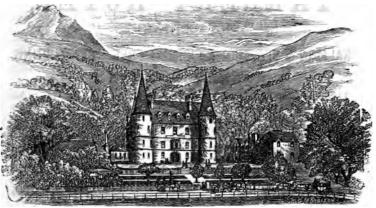
And Posting House.

ON THE BANKS OF THE DART.

This Hotel has been patronised by H.R.H. the Prince of Wales in 1879 and 1880.

Omnibus meets all Trains and Steamboats.

G. & F. MITCHELL, Proprietors.



THE TROSSACHS HOTEL,
LOCH KATRINE.
A. BLAIR, PROPRIETOR.

TROSSACHS.

#### STRONACLACHER HOTEL.

(HEAD OF LOCH KATRINE.)

DONALD FERGUSON begs to intimate that he has lately completed extensive alterations and additions to his Hotel, and that it will be his constant endeavour, as heretofore, to secure every comfort and attention to Tourists and others favouring him with their patronage. It is the best Fishing-Station, and Boats, with experienced Boatmen, are always in readiness. During the Season Coaches run to and from Inversnaid in connection with Steamers on Loch Katrine and Loch Lomond.

Carriages and other Conveyances kept for Hire.

#### TYNDRUM HOTEL

#### PERTHSHIRE.

JOSEPH STEWART of Crianlarich Hotel begs to intimate that he has taken a lease of the above first-class Hotel, and hopes by strict attention and moderate charges to merit a share of patronage.

Fishing on Lochs Nabea and Dochart and River Fillan free of charge.

POSTING IN ALL ITS BRANCHES.

#### YORK.

#### HARKER'S YORK HOTEL,

ST. HELEN'S SQUARE.

THIS long-established First-Class Hotel occupies the best Situation in the City, being nearest to the Minster and the Ruins of St. Mary's Abbey; is free from all noise of Trains, and surrounded by the patent wooden pavement. P. MATTHEWS, Proprietor,

Also of the North-Eastern Family Hotel.

#### YORK.

#### MATTHEWS' NORTH-EASTERN FAMILY HOTEL

(LATE ABBOTT'S)

CONTAINS every appointment of a Modern First-Class Hotel for Families and Gentlemen. Situated within three minutes' walk of New Railway Station, and free from the noise of trains.

The Hotel Porters meet all trains day and night to convey Visitors' luggage, and will be found under the Portico at the entrance to the Station.

P. MATTHEWS, Proprietor, Also of Harker's York Hotel.

# HYDROPATHY. DR. RAYNER'S ESTABLISHMENT AND WINTER RESIDENCE,

GREAT MALVERN.

For the scientific application of Warm and Cold Water Treatment, and for Persons requiring rest and change. Complete system of Hydropathic, Galvanic, and Medicated Baths, including Droitwich Brine.

For Prospectus apply to T. RAYNER, M.D., Great Malvern.

THE

# BRAEMAR, DUNKELD, BLAIRGOWRIE, AND GLENSHEE COAGHES

WILL COMMENCE RUNNING ON 1st JULY,

Leaving Braemar at 8 a.m., Dunkeld at 9 a.m., Blairgowrie at 11 a.m. every lawful day.

FIFE ARMS HOTEL, BRAEMAR, April 1885.

#### LONDON & SOUTH-WESTERN RAILWAY,

WATERLOO STATION, LONDON.

The Shortest and Quickest Route to the South-West and West of England, EXETER, BARNSTAPLE, BIDEFORD ("Westward Ho!"), ILFRACOMBE, NORTH and SOUTH DEVON, BUDE vid HOLSWORTHY, TAVISTOCK, LAUNCESTON, PLYMOUTH, DEVONPORT, WEYMOUTH, BOURNEMOUTH, SOUTHAMPTON, PORTSMOUTH, STOKES BAY, and ISLE OF WIGHT. The only throughout Railway to Ilfracombe.

Fast Expresses at Ordinary Fares, and Frequent Fast Trains.
All Trains convey Third-Class Passengers.

CHEAP TOURIST AND EXCURSION TICKETS.

Through Tickets in connection with the London and North-Western, Great Northern, and Midland Railways. Regular Mail Steam-Ships, vit Southampton, to and from the CHANNEL ISLANDS, JERSEY, and GUERNSEY. Also Fast Steam-Ships for Havre, Rouen, and Paris, St. Malo, Cherbourg, Granville, and Honfieur. The Company's Steam-Ships are not surpassed in Speed or Accommodation by any Channel Vessels.

CHARLES SCOTTER, General Manager.

#### GREAT WESTERN RAILWAY.

#### TOURIST ARRANGEMENTS.

FIRST, SECOND, and THIRD CLASS TOURIST TICKETS, available for two months, and renewable, with exceptions, up to Dec. 31st, are issued during the Summer months of each year, AT THE PRINCIPAL STATIONS ON THIS RAILWAY, to the Watering and other places of attraction in the WEST OF ENGLAND, including:—

St. IVES. CLEVEDON. LYNTON. TORQUAY. WESTON-SUPER-MARE. PLYMOUTH. PENZANCE. EXETER. SCILLY ISLANDS. MINEHEAD DARTMOUTH. DEVONPORT. DORCHESTER. BARNSTAPLE. DAWLISH. TRURO. WEYMOUTH, & THE FALMOUTH. ILFRACOMBE. TEIGNMOUTH. NEWTON ABBOT. NEW QUAY. CHANNEL ISLANDS. FOWEY. To North and South Wales, including-TINTERN. DOLGELLY. LLANDUDNO. BANGOR. SWANSEA. TENBY. BARMOUTH, PENMAENMAWR. CARNARVON. BLEONAW. FESTINIOG. HOLYHEAD. PEMBROKE. ABERYSTWITH. BETTWS-Y-COED. NEW MILFORD. RHVI. CHEPSTOW. To BUXTON. WINDERMERE. EDINBURGH. WHITBY. ISLE OF MAN. MATLOCK. SCARBOROUGH. GLASGOW. ST. LEONARDS. ISLE OF WIGHT. MARGATE. To BRIGHTON. EASTBOURNE. HASTINGS. RAMSGATE. LAKES OF KILLARNEY. DUBLIN, ETC. And to WATERFORD. CORK.

Passengers holding 1st or 2d Class Tourist Tickets to the principal stations in the West of England can travel by the 11.45 a.m. Fast Train from Paddington, which reaches Exeter in four hours and a quarter, and Plymouth in 6 hours and 10 minutes; or by the 3.0 p.m. Fast Train from Paddington, which reaches Exeter in the same time, and Plymouth in 5 hours and 55 minutes.

Tourists by the Great Western Line—the Broad Gauge Route to the West of England—pass through the most picturesque scenery in Devonshire and Cornwall, extending from Exeter to Plymouth, Falmouth, St. Ives, Penzance, and the Land's End; while the Broad Gauge Carriages running in the Fast Express Trains to and from the West of England, for which they have been specially built, are The FINEST RAILWAY CARRIAGES IN ORDINARY USE IN THE KINDOM.

Holders of Tourist Tickets are allowed to break their journey at several stations en route, and visit at their leisure places of interest in the vicinity. The holders of 1st and 2d Class ordinary tickets between London and Exeter, and places west thereof, are also allowed, both in summer and winter, to break their journey at Bath, Bristol, Taunton, or Exeter, and proceed the next day,—an arrangement which conduces largely to the comfort of invalids and others to whom a lengthened railway journey is objectionable.

FAMILY CARRIAGES (with lavatories and other conveniences), containing compartments for servants, can be engaged on payment of not less than Four First-Class and Four Second-Class Fares. Application for these carriages should be made to the Superintendent of the Line, Paddington, some days before the proposed date of the journey, in order to prevent disappointment.

For particulars of the various Circular Tours, Fares, and other information see the Company's Tourist Programmes, which can be obtained at the Stations and Booking Offices.

J. GRIERSON, General Manager.

# LONDON & NORTH-WESTERN AND CALEDONIAN RAILWAYS

# West Coast Royal Mail Route between England & Scotland

Via PRESTON AND CARLISLE.

TRAIN SERVICE-1st, 2d, and 3d Class by all Trains.

STATIONS.			SUNDAYS.							
	a.m.	a.m.	a.m.	a m	p.m.	p.m.	nett	p.m.	p.m.	nght
London (Euston)dep.	5.15			11.0		9.0		8,50		12.0
Birmingham (New St.) ,	7.25				10.25			10.25		3.5
There are a state of the state		10.55	1.45	3.0		12,50		10.45		2.3
(12 - 1		11.40			11.00	-0.00				
Maria and the state of the stat		11.5	1.45		12,25	1.20	100	12.25	1.20	
/I and V Y	10.0	11.10				-,-			1.20	
Moffatarr.	2.42		6.47	0.20	**	4.5	11.2			11.2
Edinburgh (Princes Street)	4.15		8.0	10.0	6.45	7 50	12,52	6.45		12.59
01	4.25		8.0	10.15		8.0	1.15			1.18
Grannook (Central Station) ,,	5.50	7.15		11.42		*9.48				2.50
Greenock	5.39	10.14		10.40		*8.43	1.57		8.43	1.57
Stirling,	9.47				12.25	0.40		12.25	1	6.17
Oban,		200	0.05			40 55	3.45		9.55	3.45
Perth	6.50	2.2		11,50		49.55				
Dundee	7.30		10.30		9.0	*12.0			12.0	4.4
Aberdeen,	10,10	**	**		11.40	*6.20	8.35	11.40		
									6,20	**
Inverness	**		24	8.0			***			
No connection to places marked (*)		turday			ot on		ay nigl			
No connection to places marked (*) UP TRAINS,	p.m.	a,m.	night	a, m.	p.m.	p.m.		a.m.	n Lond	
No connection to places marked (*)  UP TRAINS. INVERNESS	p.m. 10.0	a,m.	a,m,	a.m. 10.10	p.m.	p.m. 1.30		a, m. 10,10	n Lond	
UP TRAINS. INVERNESSdep. Aberdeendep.	p.m. 10.0 a.m.	a,m.	a,m,	a.m. 10.10 12.30	p.m.	p.m. 1.30 4.40		a. m. 10,10 12,30	p.m.	ion.
No connection to places marked (*)  UP TRAINS.  INVERNESS	p.m. 10.0	a,m.	a,m, 8.55 11.10	a.m. 10.10 12.30 3.30	p.m.	p.m. 1.30 4.40 6.40		a, m. 10,10	p.m.	ion.
No connection to places marked (*)  UP TRAINS. INVERNESS	p.m. 10.0 a.m. 7.40	a,m.	a.m. 8.55 11.10 6.10	a.m. 10.10 12.30 3.30 12.35	p.m.	p.m. 1.30 4.40 6.40 4.0		a.m. 10.10 12.30 3.10	p.m.	ion.
UP TRAINS. INVERNESS dep. Aberdeen Dundee Perth	p.m. 10.0 a.m. 7.40	a,m.	a,m, 8.55 11.10 6.10 12.0	a.m. 10.10 12.30 3.30 12.35 4.4	p.m.	p.m. 1.30 4.40 6.40 4.0 7.30	:::	a.m. 10.10 12.30 3.10	p.m.	ion.
No connection to places marked (*)  UP TRAINS. INVERTESS dep. Aberdeen ,, Dundee ,, Oban ,, Perth ,, Stirling ,,	p.m. 10.0 a.m. 7.40	a,m.	a.m. 8.55 11.10 6.10	a.m. 10.10 12.30 3.30 12.35	p.m.	p.m. 1.30 4.40 6.40 4.0	::::	a.m. 10.10 12.30 3.10	p.m.	ion.
UP TRAINS. INVERNESS dep. Aberdeen Dundee Perth	p.m. 10.0 a.m. 7.40	a,m.	a,m, 8.55 11.10 6.10 12.0	a.m. 10.10 12.30 3.30 12.35 4.4	p.m.	p.m. 1.30 4.40 6.40 4.0 7.30	:::::	a.m. 10.10 12.30 3.10	p.m.	ion.
No connection to places marked (*)  UP TRAINS. INVERTESS dep. Aberdeen ,, Dundee ,, Oban ,, Perth ,, Stirling ,,	p.m. 10.0 a.m. 7.40 8.30 9.30	a,m.	8.55 11.10 6.10 12.0 1.5	a.m. 10.10 12.30 3.30 12.35 4.4 5.5	p.m.	p.m. 1.30 4.40 6.40 4.0 7.30 8.30	::::::	a, m. 10,10 12,30 3,10 4,4 5,5	p.m.	ion.
Volume	p.m. 10.0 a.m. 7.40  8.30 9.30 9.0	a,m.	8.55 11.10 6.10 12.0 1.5 1.10 2.15	a.m. 10.10 12.30 3.30 12.35 4.4 5.5 5.0	p.m.,	p.m. 1.30 4.40 6.40 4.0 7.30 8.30	::::::::	a.m. 10.10 12.30 3.10 4.4 5.5	p.m.	ion.
UP TRAINS. INVERNESS dep. Aberdeen " Dundee " Dundee " Stirling " Greenock " Glasgow (Central Station) " Glasgow (Central Station) "	p.m. 10.0 a.m. 7.40  8.30 9.30 9.0 10.0 10.0	a,m.	8.55 11.10 6.10 12.0 1.5 1.10 2.15 2.25	a.m. 10.10 12.30 3.30 12.35 4.4 5.5 5.0 6.0	p.m.,  8.5 9.5 9.10	p.m. 1.30 4.40 6.40 4.0 7.30 8.30		1a.m. 10.10 12.30 3.10 4.4 5.5	p.m.	ion.
UP TRAINS.  INVERNESS dep. Aberdeen , , , , , , , , , , , , , , , , , ,	p.m. 10.0 a.m. 7.40  8.30 9.30 9.0 10.0 10.0 10.30	10.5 10.25 12,10	8.55 11.10 6.10 12.0 1.5 1.10 2.15 2.25	a. m. 10.10 12.30 3.30 12.35 4.4 5.5 5.0 6.0 6.10	p.m.,  8.5 9.5 9.10	p.m. 1.30 4.40 6.40 4.0 7.30 8.30		1a.m. 10.10 12.30 3.10 4.4 5.5 6.0 6.10	p.m.  9.5 9.10	ion.
UP TRAINS.  INVERNESS dep. Aberdeen , Dundee , Oban , Perth , Stirling , Greenock , Greenock , Glasgow (Central Station) , Edinburgh (Princes Street) , Monfat , Manchester (Exchange) arr.	p.m. 10.0 a.m. 7.40  8.30 9.30 9.0 10.0 10.0 10.30	10.5 10.25 12,10	8.55 11.10 6.10 12.0 1.5 1.10 2.15 2.25 3.50 8.55	a.m. 10.10 12.30 3.30 12.35 4.4 5.5 5.0 6.0 6.10	p.m,  8.5 9.5 9.10	p.m. 1.30 4.40 6.40 4.0 7.30 8.30		1a.m. 10.10 12.30 3.10 4.4 5.5 6.0 6.10	p.m. 9.5 9.10 3.45	ion.
No connection to places marked (*)  UP TRAINS.  INVERNESS dep. Aberdeen , ,, Dundee , ,, Oban , ,, Perth , ,, Stirling , ,, Greenock , ,, Glasgow (Central Station) ,, Edinburgh (Princes Street) ,, Moffat , ,, , (L and Y.) ,, ,, (L and Y.) ,,	p.m. 10.0 a.m. 7.40 9.30 9.0 10.0 10.0 4.35	10.5 10.25 12.10 6.0 5.25	nights a,m,  8.55 11.10 6.10 1.5 1.10 2.15 2.25 3.50 8.55 8.45	a.m. 10.10 12.30 3.30 12.35 4.4 5.5 5.0 6.0 6.10	P.m., 8.5 9.5 9.10	P.m. 1.30 4.40 6.40 7.30 8.30		12.30 4.4 5.5 6.0 6.10	p.m. 9.5 9.10 3.45	ion.
UP TRAINS.  INVERNESS dep. Aberdeen , Dundee , Oban , Perth , Oban , Perth , Oban , Ob	p.m. 10.0 a.m. 7.40  8.30 9.30 9.0 10.0 10.0 10.30 4.35 4.5 4.35	10.5 10.25 12.10 6.0	nights a, m,  8.55 11.10 6.10 1.5 1.10 2.15 2.25 3.50 8.55 8.45 9.10	a.m. 10.10 12.30 3.30 12.35 4.4 5.5 5.0 6.0 6.10	8.5 9.10	P.m. 1.30 4.40 6.40 4.0 7.30 8.30		10.10 12.30 3.10 4.4 5.5 6.0 6.10 12.30	9.5 9.10 3.45	ion.
No connection to places marked (*)  UP TRAINS.  INVERNESS dep. Aberdeen "Dundee" "Striling "Stirling "Glasgow (Central Station) "Glasgow (Central Station) "Edinburgh (Princes Street) "Manchester (Exchange) are (L. and Y.) "Liverpool (Lime Street) "(Exchange) "Exchange) "Exchange) "	p.m. 10.0 a.m. 7.40  8.30 9.0 10.0 10.0 10.30 4.35 4.5 4.35 4.2	10.5 10.25 12.10 6.0 5.25 5.50	nights a,m, 8.55 11.10 6.10 12.0 1.5 1.10 2.15 2.25 3.50 8.55 8.45 9.10 8.45	a.m. 10.10 12.30 3.30 12.35 4.4 5.5 6.0 6.10	P.m., 8.5 9.5 9.10	p.m. 1.30 4.40 6.40 4.0 7.30 8.30		12.30 12.30 12.30 12.30 12.30	9.5 9.10 3.45	ion.
UP TRAINS.  INVERNESS dep. Aberdeen , Dundee , Oban , Perth , Oban , Perth , Oban , Ob	p.m. 10.0 a.m. 7.40  8.30 9.30 9.0 10.0 10.0 10.30 4.35 4.5 4.35	10.5 10.25 12.10 6.0 5.25 5.50	nights a, m,  8.55 11.10 6.10 1.5 1.10 2.15 2.25 3.50 8.55 8.45 9.10	a.m. 10.10 12.30 3.30 12.35 4.4 5.5 6.0 6.10	8.5 9.10	P.m. 1.30 4.40 6.40 4.0 7.30 8.30		10.10 12.30 3.10 4.4 5.5 6.0 6.10 12.30	9.5 9.10 3.45	ion.

Through Guards and Conductors travel by the principal day and night Express Trains.

DRAWING-ROOM SALOONS, without extra charge, fitted with Lavatory accommodation, and furnished with every modern convenience, are run between London and Edinburgh and Glasgow by the train leaving Euston at 10 a.m., returning from Edinburgh and Glasgow by 10 a.m. Up Express. Carriages with Lavatories are also run on all the principal Express and Fast Trains between England and Soctland.

IMPROVED SLEEPING SALOON CARRIAGES, lighted with gas, comfortably heated, and provided with Pillows, Sheets, Blankets, Rugs, Lavatories, etc., are attached to the Night Trains from and to London, Edinburgh, Glasgow, Greenock, Stranraer, Perth, etc., the charge for each Berth being 5s. in addition to the ordinary First-Class Fare. Separate apartments are reserved for Ladies travelling alone. Saloons, Family Carriages, Reserved Compartments, and all other conveniences necessary to ensure comfort on the journey, can be arranged upon application to Mr. G. P. Nelle, Superintendent of the L. & N.-W. line, Euston Station, London; Mr. IEVINE KEMPT, General Superintendent, Cal. Rail., Glasgow; or to any of the Station-Masters at the Stations on the West Coast Route.

1st, 2D, AND 3D CLASS TOURIST TICKETS Available from date of issue up to and including 31st December 1885, ARE (DURING THE SHASON) ISSUED FROM

#### LONDON and all Principal Stations in ENGLAND TO CHIEF TOURIST RESORTS & PLACES OF INTEREST IN SCOTLAND.

And also from the same places in Scotland to English Stations.

For full particulars see the "West Coast Tourist Guide" (with Maps, price 3d.), which can be obtained at all Stations.

BREAK OF JOURNEY.—Passengers may break their journey, either going or returning, at Rugby, Birmingham, Stafford, Crewe, Warrington, Wigan, Preston, Lancaster, Carnforth, Oxenholme (to enable them to visit Windermere and the other Lakes), Shap, Penrith, Carlisle, and at any intermediate Station on the direct route between Carlisle and their destination in Scotland. Passengers may also break their journey at Kenilworth, as also at Leamington (for Stratford-on-Avon) and at Lichfield. Tourists breaking the journey when travelling in the outward direction are required to produce

both the outward and return halves of their tickets.

TOURIST TICKETS issued by the West Coast Route to Stirling, Oban, Perth, Dundee, Aberdeen, Inveness, and other Stations north of Larbert, entitle the Passengers either to travel direct to the North, or first to visit Edinburgh and then Glasgow, travelling by the Caledonian Line throughout, thus:—To Edinburgh, via Carstairs: from Edinburgh (Princes St.) to Glasgow, via Caledonian Line; from Glasgow to the North, via Caledonian Line, and vice versa on return. Tickets are also issued entitling the holders to travel via Carstairs and Edinburgh, break the journey at the latter place, and proceed thence to Larbert, starting from the Waverley Station, Edinburgh, and travelling via Linlithgow, returning by the same route. Passengers must state at the time of booking by which route they elect to travel, and obtain Tickets accordingly. Passengers holding Tourist Tickets to Montrose, Brechin, Aberdeen, and

Stations north of Guthrie, may travel via Forfar or via Dundee, in either direction.

DINING.—The Down and Up Day Expresses wat 20 minutes at PRESTON to enable Passengers to dine, and Hot Dinners are provided, 2s. 6d. each—No fees. Special Dinners will be provided for Family Parties, on notice being given to the Conductor at Crewe on the Down journey, and at Carlisle on the Up journey.

LUNCHEON-BASKETS are supplied to Passengers in the Trains at the Euston, Rugby, Stafford, Crewe, and Preston Stations, at the following charge:—Baskets containing half a chicken, with ham or tongue, or a portion of cold beef, salad, ice, bread, cheese, butter, etc., with either half a bottle of claret, two glasses of sherry, or a pint bottle of stout, 3s. HOT LUNCHEONS, consisting of fillet of beef or mutton chop, fried potatoes, bread, etc., can be supplied to Passengers in the Trains at Crewe, Rugby, and Stafford, on giving notice to the guard of the train at the preceding stopping stations. The charge for the hot luncheon is 3s. with wine or beer, and 2s. 6d. without. Luncheon-Baskets are provided at Perth for the convenience of Passengers travelling by the West Coast Route.

OMNIBUSES FOR USE OF FAMILY PARTIES travelling by

OMNIBUSES FOR USE OF FAMILY PARTIES travelling by the West Coast Route.—The L. and N.-W. Ry. Co. provide, when previously ordered, Omnibuses capable of carrying six persons inside and two outside, with the usual quantity of luggage, to meet trains at Euston Station. The Omnibuses will also be sent to the hotels or residences of parties leaving London by L. and N.-W. Ry, on application being made to the Station-Master at Euston, stating the train by which it is intended to leave Euston. The charge for the use of an Omnibus will be as follows—For distances us willes and follows.—For distances under six miles, is. per mile; for distances six miles and over, or when two horses are used at the request of a Passenger, is. 6d. per mile, driver and reasonable quantity of luggage included. Passengers from Scotland, by the West Coast Route, travelling by the Limited Mail or other Through Scotch Trains from Perth, Glasgow, Edinburgh, and Stations South, can secure these Omnibuses to meet the Trains on arrival at Euston Station, by giving notice to the respective Station-Masters before starting. The Omnibuses can generally be obtained on arrival

Station-Master before starting. The Omnibuses can generally be obtained on arrival of the Train at Euston, even though not previously ordered.

FAMILY LUGGAGE.—Arrangements have been made in London and other large towns for carting to the Station, at low rates, the luggage of Families travelling by the L. & N.-W. Ry., and also for forwarding such luggage by Passenger Train in advance.

THE LIMITED MAIL TRAINS travel by the "West Coast Route," and are in connection with the Mail Coaches to the outlying districts of the Highlands. These Trains have been accelerated between London and Edinburgh and Glasgow; and additional accommodation and increased facilities are afforded to Passengers travelling by them. May 1885. By Order.

# EAST COAST "EXPRESS" ROUTE.

GREAT NORTHERN AND NORTH-EASTERN RAILWAYS.

# SPECIAL EXPRESS TRAINS BETWEEN LONDON & EDINBURGH & GLASGOW.

London to Edinburgh in 9 Hrs. To Glasgow in 10 Hrs. 20 Mins.

#### ADDITIONAL SPECIAL EXPRESS TRAINS

now run between Glasgow, Edinburgh, and London, as under:

DOM			UP.		
King's Cross	Dep.	10.0	A.M.	GLASGOW Dep. 8.40	A.M.
EDINBURGH	Arr.	7.0	P. M.	EDINBURGH, 10.0	"
GLASGOW	,,	8.20	,,	King's Cross Arr. 7.0	P.M.

# THROUGH WEEK-DAY SERVICE BETWEEN LONDON AND SCOTLAND BY EAST COAST ROUTE.

	D	OWN			1	UP.						
	A.M.	A.M.	A.M.	P.M.	P.M.	Α.	.M.	P.M.	A.M.	P.M.	A.M.	
KING'S X. Dp.	5.15	10.0	10.35	8.30*	9.0	WICK Dp.15	2.10		11.30	11.30		
Edinburgh Ar.	3,30	7.0	8.38	6.0	7.20	Thurso , 12	2.25		11.40	11.40		
Glasgow ,,	5.25	8.20	10.25	7.35	9.0	Helmsdale ,, S			2.10	2.10		
Stirling ,,	5.5	8.25	10.26	7.28	8.43	Golspie ,, 4	1.30	7.0	2.50	2.50		
Perth	6.40	9.35	11,36	8.23	9.55	Inverness. ,, 10	0.10	1.30	10.0t	10.0+		
Dundee ,,	6.45	10.30	12.50	9.38	12.0		2.30			1,53.	8.55	
Aberdeen. ,,	8.40	3.20	3.20	11.40	2.15		.м.	-0.54	A.M.		1000	
Inverness.		8.0	8.0	1.30	6.20	Dundee, 4	1.0	6.40			11.10	
Golspie ,,		1.17	1.17	5.14	0.35		4,20	7.35	7.30	7.30	12.0	
Helmsdale ,,		2.10	2.10	5.51			2.35	4.0		1		
Thurso		4.45	4.45				5.19					
Wick ,		5.0	5.0	8.0			5.0	8,50		8.40	1.0	
description of	41	4.4	200	20.0	0.57	Edinburgh , 7		10.20	10.0	10.15	2.50	
			1		1 1	KING'S X, Ar.			7.0	8.30		
			,							P.M.	A.M.	

Third-Class tickets are issued by all trains, except the additional Special Scotch Express trains, from King's Cross at 10.0 A.M., and Edinburgh at 10.0 A.M.

This train service will be in force until 1st July, but from that date the night express train service will be altered and additional fast express trains run between King's Cross and Scotland by East Coast route. An additional day express will leave King's Cross at about 10.25 a.m.

\* The 8.30 P.M. Express train from King's Cross is in direct connection with the "Iona" and other West Coast Steamers.

† Not run from Inverness on Saturday nights.

#### IMPROVED CARRIAGE STOCK

has been constructed, and is now in use, for through traffic between London and Scotland.

# PULLMAN CARS & SLEEPING CARRIAGES are attached to the night trains.

Alterations may be made in the times of the trains from month to month, for particulars of which see the East Coast Railways' Monthly Time Books.

Conductors in charge of through luggage travel with the Express trains leaving London at 10.0, 10.25, and 10.35 A.M., 8.30 and 9.0 P.M.; and Perth at 4.20 P.M. and 7.30 A.M.; and Edinburgh at 10.0, 10.15 A.M., 7.30 P.M., and 10.20 P.M.

# EAST COAST ROUTE. GREAT NORTHERN AND NORTH-EASTERN RAILWAYS.

#### TOURIST TICKETS

1st, 2d, and 3d Class, are issued from 1st May until 31st October, and are available for return, without extra payment, until 51st December 1835. They are issued in London, at King's Cross Station (G. N. R.), Moorgate Street Station (G. N. R. Office), Victoria (L. C. & D.), 3 Trafalgar Buildings, Charing Cross, 32 Piccadilly Circus, and 285 Oxford Street, to the under-mentioned stations in Scotland:—

\*FARES FROM KING'S CROSS.\*

		P.	ALL	200	rnv	111	AING & CAUSS.
	1st Cl	888	2d C1	lass	3d C1		1st Class   2d Class   3d Class
	8.	d.	8.	d.	s.	d.	s d. s. d. s. d.
COLDSTREAM .	96	8	76	0	50	0	PERTH 123 3 88 8 54 0
BERWICK	94	0	75	4	49	6	DUNKELD 127 8 90 10 54 0
MELROSE, via			ŀ		l		ABERFELDY 132 3 94 4 56 10
Hexham	99	6	74	9	50	0	St. Andrews . 121 9 88 10 56 0
PEEBLES	104	9	٠.		50	0	DUNDEE 125 3 90 8 56 0
EDINBURGH	109	6	79	9	50	0	ARBROATH 128 3 92 2 56 0
FORFAR	130	3	93	8	56	0	MONTROSE 133 0 94 6 56 0
GLASGOW	110	3	81	2	52	0	Brechin 133 0 94 6 56 0
HELENSBURGH.	112	9	82	4	52	0	ABERDEEN 133 6 94 9 56 0
LARBERT	112	0	82	0	52	0	BALLATER 143 3 105 3 62 10
STIRLING	114	3	83	10	53	6	PITLOCHRY 131 2 93 6 56 0
BRIDGE OF ALLAN	N 115	0	84	6	54	0	STRUAN 134 4 95 10 57 10
DUNBLANE	115	6	84	9	54	0	BOAT OF GARTEN 147 10   103 10   60 0
CALLANDER	118	6	86	3	54	0	KEITH 147 6 103 9 60 0
CRIEFF	121	6	88	8	54	0	ELGIN 148 6 104 8 60 0
KILLIN	122	7	94	7	58	6	INVERNESS 150 0 105 0 60 0
DALMALLY	129	9	96	2	62	0	NAJRN 150 0 105 0 60 0
LOCH AWE	180	8	96	8	62	6	FORRES 150 0 105 0 60 0
CONNEL FERRY	181	9	97	8	63	6	DINGWALL 150 0 108 1 63 1
TAYNUILT	131	3	97	2	63	0	ACHNASHEEN . 157 6 112 6 67 6
OBAN, via Dal-			1				STROME FERRY 164 9 117 4 70 0
mally	132	3	98	2	64	0	LAIRG 160 0 115 0 70 0
OBAN, via Glas-			l		ŀ		GOLSPIE 165 0 118 9 72 6
gow or Helens-			1		l		HELMSDALE 170 0 122 6 75 0
burgh	130	8	101	2	63	0	THURSO 184 6 133 9 83 0
OBAN, Circ. Tour	181	_ 8	102	2	63	_6	Wick 186 9 135 4 84 0

From Victoria (L. C. & D.) and Moorgate, 8d. 1st, and 6d. 2d Class will be added to the King's Cross fares, except to Berwick.

BREAK OF JOURNEY.

Passengers may break their journey, both in going and returning, at Peterboro', also at Grantham or Doncaster to enable them to visit Lincoln Cathedral, paying the ordinary fares between those places and Lincoln, and at York to enable them to visit Harrografe Searbory', and the East Coach watering places and also at Darlington. Harrogate, Scarboro', and the East Coast watering-places, and also at Darlington, Durham, Newcastle, Bilton, and Belford, resuming it by trains having carriages attached corresponding to the class of ticket held; also at Berwick or any station north of Berwick on the routes by which the tickets are available. Passengers for places north of Edinburgh and Larbert may break the journey in Edinburgh and at Glasgow, and also or sumourgn and Larbert may break the journey in Edinburgh and at Glasgow, and also at any station at which the train ordinarily stops. The journey can be broken both going and returning, and without restriction as to period, except that the return journey must be completed within the time for which the ticket is available. Passengers with tickets for Melrose (via Hexham) are also at liberty to break the journey at \$1. Sowell's for Dryburgh Abbey. The above facilities and arrangements, as regards passengers breaking their journey, apply equally to 1st, 2d, and 3d class.

Tourist Tickets are available by any train of corresponding class. See the Tourist Programmes of the Great Northern or North-Eastern Co. for information as to break of journey extension of time the trains.

See the Tourist Programmes of the Great Northern or North-Eastern Co. for information as to break of journey, extension of time, &c. &c.

For further information apply at the Offices of the East Coast Ry. Cos. in Edinburgh, 9 Princes Street.

Glasgow, 32 West George Street.

Berth, General Station.
Stirling, Spittal Equare (Mr. A. J. Stephenson).

Oban, Queen's Park Place (Mr. A. Mitchell).

# MIDLAND RAILWAY.

ENGLAND AND SCOTLAND.

A Nimproved service of Express and Fast Trains has been established between the Midland System and Scotland by the Settle and Carlisle Route. A Morning Express Train runs from London to Edinburgh and Glasgow, and also from Glasgow and Edinburgh to London, with a Pullman Parlour Car to and from Glasgow attached (and, commencing June 1st, a Parlour Car will also be run to and from Edinburgh). A Night Express Train runs in each direction between the same places, with Pullman Sleeping Cars attached. Additional Express Trains are also run during the Summer Months. For the convenience of Passengers to and from the West of England and Scotland, a New Service of Express Passenger Trains has been established to and from Bristol, Bath, Gloucester, Cheltenham, Worcester, and Birmingham, in connection with the Through Service between London and Edinburgh and Glasgow. The Up and Down Day Express Trains stop half-an-hour at Normanton to enable Passengers to dine, a spacious and comfortable Dining Room having been provided. Table d'Hôte of five Courses with Dessert, 2s. 6d. each—no fees. Passengers by this Route between London, Edinburgh, and Glasgow are conveyed in Through Carriages of the most improved description, fitted with an efficient continuous Automatic Break and all the most approved modern appliances, and Through Guards accompany the principal trains in charge of Passengers' luggage. Return Tickets between Stations in England and Stations in Scotland are available for One Calendar Month.

LIVERPOOL AND MANCHESTER.

SPECIAL SERVICE of Express Trains has been established between London and MANCHESTER and LIVERPOOL (via DERBY and MATLOCK). Passengers travelling by this route pass through the most picturesque portion of the Peak of Derbyshire and the Vale of Matlock. Pullman Drawing-Room and Sleeping Cars are run by this route. Passengers holding First-Class Tickets are allowed to ride in the Pullman Cars attached to the Day Express Trains without extra payment. A Pullman Dining Saloon Car is also attached to the Express Trains leaving London (St. Pancras) at 5 p.m. for Manchester and Liverpool; and Manchester (Central) at 5 p.m. for London. Passengers leaving London for Liverpool at 5 p.m. can change from the Dining Car into the Liverpool. pool portion of the Train at Derby, and Passengers leaving Liverpool at 4.40 p.m. can join the Dining Car at Derby. No extra charge beyond the sum payable for the Dinner is made.

nade. Table d'Hôte, Luncheon, &c., served en route.

Omnibuses.—For the use of Family Parties travelling by Midland Railway the Company provide Small Omnituses capable of carrying Six Persons inside and Two outside, with the usual quantity of Luggage, to meet the Express and other principal Trains at the St. Pancras Station when previously ordered. These Vehicles must be engaged either by written application to the Station-master at St. Pancras Station, or by giving notice to the Station-master at the starting-point (if a Midland Station), or at any Station en route not less than 80 miles from London, so that a telegram may be sent to St. Pancras to have the required Vehicle in readiness. The Omnibuses will also be sent to the Hotels or Residences of parties leaving London by Midland Railway, or to any of the Railway Termini, on application being made to the Station-master at St. Pancras, stating the Train by which it is intended to leave St. Pancras.

Larger Omnibuses worked with a pair of horses can also be obtained on application

to the Station-master at St. Pancras

The charge for the use of a Small Omnibus is 1s. per mile, with a minimum charge of 3s.; for distances over 6 miles, when two horses are required, the charge is 1s. 6d. per mile, with a minimum charge of 6s.; and larger Omnibuses are charged 2s. per mile, minimum charge 6s. The usual weight of Luggage is allowed. In cases where Passengers take an excessive weight, a charge at the rate of 6d. per cwt. Is levied upon the excess, with a minimum charge of 8d.

A Service of Omnibuses has been established between 8t. Panoras and Charing Cross and Waterloo Stations, for the accommodation of Passengers travelling between

the Midland and South-Eastern and London and South-Western Railways, and to and from the Midland Grand Hotel, on weekdays only. The Omnibuses meet the Principal Trains, and Passengers holding Through Tickets between Stations on the Midland and South-Eastern and London and South-Western Railways, are conveyed by the Omnibuses Free of Charge.

BELFAST, BY THE SHORT SEA MAIL ROUTE via BARROW. THE capacious New Docks of Barrow, situated within the ancient Harbour of Piel, Innder shelter of Walney Island, being now open for traffic, the Swift and Powerful First-class Paddle Steam Ships "Donegal," "Londonderry," "Armage," "Roe,"

95 RAILWAYS.

or other First-class Vessels, will sail between Barrow (Ramsden Dock) and Belfast (weather permitting) in connection with through Trains on the Midland and Furness Railways; and through Tickets to Belfast, in connection with the Boat, will be issued from London and all principal Stations on the Midland Railway—Return Tickets

being available for One Calendar Month, and in the summer for Two Calendar Months.

Passengers to or from London, and other Stations south of Leicester, may break their Journey at Furness Abbey, Leeds, Derby, Trent, Nottingham, Leicester, may break their Journey at Furness Abbey, Leeds, Derby, Trent, Nottingham, Leicester, Kettering, Luton, and Bedford, and they may also travel via Birmingham, and break the journey at that place. Passengers to or from Stations west of Birmingham may break the journey at Furness Abbey, Leeds, Derby, or Birmingham; and Passengers to or from Stations on the North-Eastern Railway at Leeds or Furness Abbey, taking care that from any of those places they proceed by Midland Trains.

#### BELFAST via LARNE.

Passengers are also booked through to Belfast by the Shortest Sea Route via Carlisle, Dumfries, Stranraer, and Larne.

#### TOURIST TICKETS.—SCOTLAND.

During the summer months 1st and 3d Class Tourist Tickets will be issued from London (St. Pancras) and principal Stations on the Midland Railway te Edinburgh, Glasgow, Greenock, Oban, Melrose, Dumfries, Ayr, Stirling, Perth,

Dundee, Aberdeen, Inverness, and other principal places of interest.

Saloon, Family, and Invalid Carriages can be obtained for the use of parties travelling to and from Scotland by the Midland Route, by giving a few days notice to the Station-master at any of the principal Stations, or to the Superintendent of the Line, Derby. MORECAMBE AND THE ENGLISH LAKES.

MORECAMBE, WINDERMERE, AMBLESIDE, GRANGE, FURNESS ABBEY, SEASCALE, RAVEN-

GLASS, PENRITH, KESWICK, and TROUTBECK.

every Friday and Saturday, from April to October, Cheap Excursion Tickets to Morecambe will be issued from Leicester, Nottingham, Derby, Sheffield, Masboro', Barnaley, Normanton, Leeds, Bradford, Keighley, Skipton, and principal intermediate points, available to return on the Sunday, Monday, or Tuesday after date of issue.

For Dates, Fares, and further particulars, see Tourist Programmes and Special Hand-

#### MATLOCK AND BUXTON.

Tourist Tickets are issued from principal Stations on the Midland Railway, and Lines in connection, to Matlock and Buxton.

Passengers holding Tickets to Buxton are allowed to break the journey at principal places of interest on the Line between Matlock and Buxton.

RETURN TICKETS at Low Fares will be issued from certain stations to MATLOCK and Buxrow, by any of the Through Trains, on Fridays and Saturdays, from April to October, available for Return by any Train on the Sunday, Monday, or Tuesday after date of issue.
First and Third Class Tourist Tickets, available for Two Months onger, are issued during the Summer Months from principal Stations on the Midland Railway, to

Scarboro', Whitby, Filey, Bridlington, Harrogate, Ilkley, and other Stations in the Yorkahire district.

Yarmouth, Lowestoft, Cromer, Cleethorpes, and other Stations on the East Coast.
Brighton, Hastings, Portsmouth, The Isle of Wight, Bournemouth, and other
Stations in the South of England.

Penzance, Plymouth, Torquay, Exeter, Weston-super-Mare, Ilfracombe, and other Stations in the West of England.

Monmouth, Swansea, Tenby, Severn Bridge, Upper Lydbrook, and other Stations in South Wales.

Aberystwith, Llandudno, Rhyl, Bangor, and other Stations in North Wales. Southport, Blackpool, and other Stations on the Lancashire Coast; and to Bath, Malvern, Leamington, Brecon, &c.

For further particulars, see Tourist Programmes and Hand-bills.

## PLEASURE PARTIES.—CHEAP RETURN TICKETS

Are issued to parties of not less than SIX First-Class, or TEN Third-Class Passengers. desirous of taking Pleasure Excursions to places on or adjacent to this Railway. For particulars, apply to the Station-masters, or to the Superintendent of the Line

at Derby. JOHN NOBLE, General Manager.

DERBY, 1885.

RAILWAYS.

# CALEDONIAN RAILWAY.



THE CALEDONIAN RAILWAY COMPANY have arranged a system of Tours—over 100 in number—by Rail, Steamer (on Sea, River, and Loch), and Coach, comprehending almost every place of interest either for scenery or historical associations throughout Scotland, including-

# EDINBURGH, GLASGOW, ABERDEEN, DUNDEE, INVERNESS, GREENOCK, PAISLEY, DUMFRIES, MOFFAT, PEEBLES, STIRLING, PERTH, CRIEFF, DUNKELD, OBAN, INVERABAY,

The Trossachs, Loch Katrine, Loch Lomond, Loch Eck, Loch Earn, Loch Tay, Loch Awe, Caledonian Canal, Glencoe, Iona, Staffa, Skye, Balmoral,

Braemar, Arran, Bute, The Firth of Clyde, The Falls of Clyde, &c. &c.
TOURISTS are recommended to procure a copy of the Caledonian Railway
Company's "Tourist Guide," which contains descriptive notices of the Districts embraced in the Tours, Maps, Plans, &c., can be had at any of the Company's Stations, and also at the chief Stations on the London and North-Western Railway, and which are supplied gratis to the chief Hotels, Hydropathics, Steamboats, &c., in Great Britain.

Tickets for these Tours are issued at the Company's Booking Offices at all the large tions. The Tourist Season generally extends from June to September, inclusive. The Caledonian Co. also issue Tourist Tickets to the Lake District of England, The Isle of Man, Connemara, The Lakes of Killarney, &c.

The Caledonian Railway, in conjunction with the London and North-Western Railway, forms what is known as the

#### COAST ROUTE

#### SCOTLAND ENGLAND.

DIRECT TRAINS RUN FROM AND TO

GLASGOW, EDINBURGH, GREENOCK, PAISLEY, STRANRAER, STIRLING, OBAN, PERTH, DUNDEE, ABERDEEN, INVERNESS, and other Places in Scotland,

LONDON (Euston), BIRMINGHAM, LIVERPOOL, MANCHESTER, PRESTON, PENRITH (for Lake District), LEEDS, BRADFORD, and other Places in England.

Sleeping and Day Saloon Carriages. Through Guards and Conductors.

The Caledonian Company's Trains from and to Edinburgh, Glasgow, Carlisle, &c., connect on the Clyde with the "Columba," "Iona," "Lord of the Isles," "Ivanhoe," and other steamers to and from Dunoon, Innellan, Rothesay, Largs, Millport, the Kyles of Bute, Arran, Campbeltown, Ardrishaig, Inveraray, Loch Goil, Loch Long, &c. &c.

A full service of Trains is also run from and to Glasgow, to and from Edinburgh, Stibling, Ohen, Perth, Dundee, Abendeen, and the North, and from and the Edinburgh.

Stirling, Oban, Perth, Dundee, Aberdeen, and the North; and from and to Edinburgh, to and from these places.

For particulars of Trains, Fares, &c., see the Caledonian Railway Co.'s Time Tables.

The Caledonian Company's large and magnificent

#### NEW CENTRAL STATION HOTEL, GLASGOW, Is under the Company's own Management.

GENERAL MANAGER'S OFFICE.

GLASGOW, 1885.

JAMES THOMPSON, General Manager.

## GLASGOW & SOUTH-WESTERN RAILWAY.

DIRECT ROUTE BETWEEN

# SCOTLAND & ENGLAND.

THROUGH TRAINS ARE RUN BETWEEN

#### GLASGOW (St. Enoch) and LONDON (St. Pancras),

Via the GLASGOW & SOUTH-WESTERN and MIDLAND RAILWAYS,
Giving a Direct and Expeditious Service between



Glasgow, Greenock, Paisley, Ayr, Ardrossan, Kilmarnock, Dumfries, &c., and Liverpool, Manchester, Bradford, Leeds, Sheffield, Bristol, Bath, Birmingham, London, &c.

#### PULLMAN DRAWING-ROOM AND SLEEPING CARS

Are run by the Morning and Evening Express Trains between GLASGOW and LONDON.

Tourist Tickets are issued from the principal Stations on the Glasgow and South-Western Railway to LONDON, BRIGHTON, ISLE OF WIGHT, BOURNEMOUTH, and numerous places or interest in the South and South-West of England; to BATH, HARROGATE, BUXTON, MATLOCK, MALVERN, and other favourite resorts; also to the English LAKE DISTRICT, ISLE OF MAN, &c., &c.

#### FIRTH OF CLYDE AND WEST HIGHLANDS. VIA GREENOCK.

EXPRESS and FAST TRAINS are run at convenient hours between

## GLASGOW AND GREENOCK

St. Enoch Station)

(Lynedoch St. and Princes Pier Stations)

IN DIRECT CONNECTION WITH THE "COLUMBA," "IONA," "LORD OF THE ISLES," "SCOTIA,"

And other Steamers sailing to and from Kirn, Dunoon, Innellan, Rothesay, Kyles of Bute, Ardrishaig, Oban, Inverary, Largs, Millport, Kilcreggan, Kilmun, Loohgoilhead,

Gareloghhead, &c.



Through Carriages are run by certain Trains between GREENOCK (Princes Pier) and EDINBURGH (Waverley), and by the Morning and Evening Express Trains between GREENOCK (Princes Pier) and LONDON (8E. Pancras).

RETURN TICKETS issued to Coast Towns are available for RETURN AT ANY TIME.

Passengers are landed at Princes Pier Station, from whence there is a Covered Way to the Pier, where the Stamers call; and Passengers' Luggage is conveyed FREE OF CHAROK between the Stations and the Steamers.

#### ARRAN AND THE AYRSHIRE COAST.

An Express and Fast Train Service is given between GLASGOW (St. Enoch), PAISLEY, and TROON, PRESTWICK, AYR, ARDROSSAN, FAIRLIE, &c. From ARDROSSAN the Splendid Saloon Steamer "BRODICK CASTLE" sails daily to and from the ISLAND OF ARRAN, in connection with the Express Train Service.

For particulars as to Trains and Steamers see the Company's Time Tables.

Glasgow, April 1885.

W. J. WAINWRIGHT, General Manager.

# GREAT SOUTHERN AND WESTERN RAILWAY, IRELAND.

# LAKES OF KILLARNEY.

# RAILWAY HOTEL

A DJOINS LORD KENMARE'S Demesne, and is situated within easy distance of Ross Castle, Muckross Abbey and Grounds, the Gap of Dunloe, and

the principal points of interest.

This Hotel, the largest in the Lake District, possesses unusually good accommodation for Tourists and Families, including spacious and well-furnished Ladies' Drawing Room, Writing, Reception, Billiard, Smoking, Dining, and Private Sitting Rooms. All the Public and Private Sitting Rooms are provided with Pianofortes.

Visitors can arrange to board at the Hotel at a charge of £3:3s. per week.

The Porters of the Hotel await the arrival of each Train for the removal of Luggage, &c.

The Manager personally undertakes the formation of Excursion Parties with a view to their comfort and economy.

#### The Lakes afford excellent Salmon and Trout Fishing.

BOATS, CARRIAGES, PONIES, &c., WITH STEADY ATTENDANTS, ALWAYS READY FOR ENGAGEMENT.

Boatmen, Guides, Drivers, and other Servants of the Hotel are paid ample wages, and are not permitted to solicit Visitors for Gratuities.

A Waggonette will run, from 1st June to 30th September, between the Hotel and Ross Castle. Fare, 6d. each way.

From 1st MAY to 31st OCTOBER 1885

## TOURISTS' TICKETS from

# DUBLIN TO KILLARNEY & BACK

Will be issued by the Trains which run direct to Killarney, at the

	10110								
		•		Firs	T CL	A88.	SECON	ъ Сі	ASS.
Single Ticket for	r One Pa	ssenge	er.	£2	10	0	£2	0	0
Do.	Two Pa	sseng	ers	4	10	0	3	12	.0
Do.	Three	,,		6	7	6	5	2	0
Do.	Four	,,		8	0	0	6	8	0
Do.	Five	,,		9	7	6	7	10	0
Do.	Six	,,		10	10	0	8	8	0
Do.	Seven	,,		11	7	6	9	2	0
Do.	Eight	,,		12	0	0	9	12	0

#### AVAILABLE FOR RETURN ON ANY DAY

#### WITHIN ONE CALENDAR MONTH.

The time of these Tickets can be extended upon the terms stated in the Company's Tourist Programme.

N.B.—Tickets to KILLARNEY can be obtained at the principal Stations on the London and North-Western, Midland, Great Western, Lancashire and Yorkshire, Manchester, Sheffield and Lincolnshire, North Staffordshire, Caledonian, and North British Railways, and Railways in Ireland.

KINGSBRIDGE, DUBLIN.

# PLEASURE EXCURSIONS

# BY COACH, STEAMER, & TRAIN,

During June, July, August, and September 1885.

#### OBAN TO OBAN.

Via Pass of Melfort, Lochawe, and Pass of Brander.

 ${
m B}^{
m Y}$  Coach leaving M'Gregor's Coach Office every lawful day at 9.45 a.m. by way of Lochfeochan, Pass of Melfort, Loch Craignish, Carnasary Castle, and Ford, where Passengers join the Steamer "Countess of Breadalbane" for Lochawe Station; thence per Train due to arrive in Oban at or about 6.15 P.M.; or vice versa by Train leaving Oban at 10 A.M. for Lochawe Station, thence per Steamer "Countess of Breadalbane" to Ford, and from Ford by Coach due to reach Oban about 6.15 P.M.

Fares for the Round :- First Class, 17s.; Third Class, 15s. 6d. Coachdriver's and Guard's Fees not included.

Passengers Booked at Coach Office and Railway Station, Oban. SCENERY SURPASSING GRAND.

## SUMMER TOURS IN SCOTLAND. GLASGOW AND THE HIGHLANDS.

(Royal Route via Crinan and Caledonian Canals.) Tourists' Special Cabin Tickets issued during the Season. Giving the privilege of the run of all the undernamed Steamers to any part of the Highlands at which they may call during the time specified. One Week, £3; Two Weeks, £5; or Six Separate Days, £3:10s.

THE ROYAL



MAIL STEAMERS

GRENADIER (New Steamship)

•	O		7	
COLUMBA	MOUNTAINEER.	CLAYMORE	Inveraray	CASTLE
IONA	PIONEER	CLANSMAN	LINNET	ISLAY
CHEVALIER	GLENGARRY	CLYDESDALE	LOCHIEL	CAVALIER.
GONDOLIER	GLENCOE	LOCHAWE	Staffa	FINGAL

Sail during the Season for Kyles of Bute, Ardrishaig, Oban, Ballachulish (for Glencoe), Fort William, Banavie, Inverness, Staffa, Iona, Lochawe, Islay, Tobermory, Portree, Strome Ferry, Gairloch (for Lochamare), Ullapool, Lochinver, Lochamatdy, Tarbert (Harris), Stornoway, etc., affording Tourists an opportunity of visiting the magnificent scenery of Glencoe, the Cuchullin Hills, Quiraing, Loch Corulsk, Loch Scavaig, Lochamare, the Falls of Foyers, and the famed Islands of Staffa and Iona.

Official Guide, 3d.; Illustrated, 6d.; Cloth Gilt, 1s. Time Bill, with Map and Fares, free by Post from the owner, DAVID MACBRAYNE, 119 Hope Street, Glasgow.

# "ANCHOR LINE." DIRECT STEAM COMMUNICATION

(Carrying the United States Mails)

By the First-Class Powerful Steam Packet Ships,

	Tons.	,	Tons.	!	Tons.		Tons.
ACADIA .	1081	BOLIVIA .	4050	ELYSIA .	2713	OLYMPIA .	2051
ALEXANDRIA	2017	BRITANNIA .	3069	ETHIOPIA	4004	Persia .	3547
ALSATIA .	2810	CALEDONIA.	2151	FURNESSIA	5495	ROUMANIA	3387
Anchoria	4167	CALIFORNIA	3410	HESPERIA	3037	SCANDINAVIA	1138
ARABIA .	3544	CIRCASSIA .	4272	HISPANIA	3380	SIDONIAN .	1382
ARMENIA.	3395	CITY OF ROME	8415	INDIA .	2476	TRINACRIA	2256
ASIA .	3560	COLUMBIA .	2029	ITALIA .	2248	TYRIAN .	1039
ASSYRIA .	2022	DEVONIA .	4270	KARAMANIA	3148	UTOPIA .	2731
AUSTRALIA	2252	DORIAN .	1038	NUBIA .	3551	VICTORIA .	3358
BELGRAVIA	4976						

## GLASGOW TO NEW YORK, Via MOVILLE.

Carrying U.S. Mails, every Thursday; and from NEW YORK, Pier 20, N. River, every Saturday.

#### LIVERPOOL TO NEW YORK, Via QUEENSTOWN.

The Magnificent Steamer "CITY OF ROME," 8415 Tons, sails as follows:-From Liverpool-Wednesday, May 20, June 17, July 15, August 12, September 9, October 7.

From New York-Wednesday, June 3, July 1, July 29, August 26, September 23, October 21.

#### LONDON TO HALIFAX AND BOSTON EVERY FORTNIGHT.

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Aberdeen	89	6	18	8	51	11	25	10	Inverness	48	6	28	8	73	2	١.		
Crieff	23	6	10	71	31	11	15	10	Leith	20	0	8	6	30	0	14	0	
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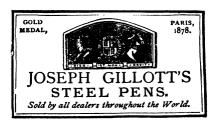
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